

NEW SOUTH WALES.

VOTES

AND

PROCEEDINGS

OF

THE LEGISLATIVE ASSEMBLY

DURING THE SESSION

OF

1870-71,

WITH THE VARIOUS DOCUMENTS CONNECTED THEREWITH.

IN FOUR VOLUMES.
VOL. III.

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LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

VOTES AND PROCEEDINGS.

SESSION 1870-71.

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(Arranged as the Papers should be bound.)

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1870.



NEW SOUTH WALES.



POST OFFICE.



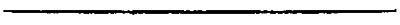
FIFTEENTH ANNUAL REPORT,

BEING THAT FOR THE YEAR

1869.



Presented to both Houses of Parliament, by Command.



SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1870.

THE POSTMASTER GENERAL to HIS EXCELLENCY THE GOVERNOR,

TRANSMITTING THE

FIFTEENTH ANNUAL REPORT ON THE POST OFFICE DEPARTMENT, BEING THAT FOR THE YEAR 1869.

General Post Office,
Sydney, 13 June, 1870.

MY LORD,

I do myself the honor to transmit, for the information of your Excellency, the Fifteenth Annual Report on the Post Office Department, being that for the year 1869.

INLAND SERVICE.

Year.	Extent of Postal Route on 31st December.	Number of Miles travelled.	Cost of Conveyance of Mails.	Average Cost per Mile.	Number of Post Offices.
	Miles.		£ s. d.	d.	
1868	12,724	2,777,197	49,969 9 8	4½	487
1869	13,238	2,879,659	50,158 17 8	4½	621
Increase	514	102,462	195 8 0	.....	34
Decrease .....	.....	.....	.....	½d.	.....

In the Appendix will be found returns showing the length of new lines established during 1869 to be 621 miles, and the length of postal lines abolished during the same period to be 107 miles; the actual increase in the postal route in the year 1869, as compared with that of the year 1868 being 514 miles, as shown in the above return. Statements of the increased and decreased communication on existing lines will be found in the Appendix. Appendices A & B.
C & D.

The extension of the railway from Mooloolah to Goulburn, on the Southern Line, from One-tree Hill to Bowenfels (Lithgow), on the Western Line, and from Singleton to Muswellbrook, on the Northern Line, enabled the mails to be conveyed by train a total distance of 316 miles in the year 1869.

The extent of postal lines by horse, stage, and rail, may be stated as follows:—

Horse.....	9,630
Stage	3,292
Rail	316
Total.....	<u>13,238 miles.</u>

The number of post offices established during 1869 was 37, the number re-established 3, and the number discontinued 6, making an actual increase of 34 in the number of post offices in the Colony.

85 changes of postmasters were effected during 1869.

A list of post offices on the 31st December, 1869, will be found in the Appendix.

Appendix E.

Two additional iron letter-receivers were erected in 1869; one for the accommodation of the residents near the junction of the Marrickville and Newtown Roads, and the other for the convenience of those persons residing in the proximity of the Newtown and the Missenden Roads.

On the 31st December, 1869, the number of iron letter-receivers erected in the Colony was 57, and the number of newspaper-receivers was 8.

40 licenses for the sale of postage stamps were granted during 1869.

A return of the licensed vendors of postage stamps (exclusive of postmasters) will be found in the Appendix.

FOREIGN

FOREIGN SERVICE.

The following is a return of the specified and actual days of arrival and departure of the contract steamers of the Peninsular and Oriental Steam Navigation Company during 1869, showing the number of days taken in the passage from and to London, *viâ* Suez and Marseilles, and *viâ* Suez and Southampton.

ARRIVAL AT SYDNEY.					DEPARTURE FROM SYDNEY.				
Name of Vessel.	Specified date.	Actual date.	Actual number of days via Marseilles.	Actual number of days via Southampton.	Name of Vessel.	Specified date.	Actual date.	Actual number of days via Marseilles.	Actual number of days via Southampton.
Geelong	24 Jan.	24 Jan.	51	57	Avoca	2 Jan.	2 Jan.	49	55
Avoca	21 Feb.	19 Feb.	49	55	Bombay	30 Jan.	30 Jan.	50	58
Malta	21 Mar.	21 Mar.	51	57	Geelong	27 Feb.	27 Feb.	50	55
Geelong	18 April	17 April	50	56	Avoca	27 Mar.	27 Mar.	49	56
Avoca	16 May	15 May	50	56	Malta	22 April	22 April	51	57
Malta	13 June	9 June	47	53	Geelong	20 May	20 May	51	57
Geelong	11 July	9 July	49	55	Avoca	17 June	17 June	51	57
Avoca	8 Aug.	6 Aug.	49	55	Malta	15 July	15 July	53	59
Malta	5 Sept.	1 Sept.	47	53	Geelong	12 Aug.	12 Aug.	51	57
Geelong	3 Oct.	1 Oct.	49	55	Avoca	9 Sept.	9 Sept.	52	58
Avoca	31 Oct.	28 Oct.	48	54	Malta	9 Oct.	9 Oct.	51	57
Malta	28 Nov.	28 Nov.	51	57	Geelong	6 Nov.	6 Nov.	51	62
Geelong	26 Dec.	24 Dec.	49	55	Avoca	4 Dec.	4 Dec.	50	56

It will be seen that on no occasion during the year 1869 was the mail packet late in its arrival at Sydney; on the contrary, the mails have generally been delivered before the contract time—in some instances two, three, and four days earlier.

There is great praise due to the Peninsular and Oriental Steam Navigation Company for the increased efficiency of this mail service; and the residents, almost throughout the Colony, have derived much advantage from the extra time allowed for replies to correspondence, which has been gained by the earlier arrival at Sydney of the contract packets.

The opening of the route for the conveyance of mails *viâ* Brindisi has enabled considerable expedition to be gained in the transmission of correspondence to the United Kingdom; and there is no doubt, if arrangements can be made to lessen the postage by this route, that it will become a very popular one. The first mail from the United Kingdom by the Brindisi route reached Sydney on the 28th November, and the first mail to the United Kingdom by this route was dispatched from Sydney on the 4th December.

The following statement will show the proportion of the subsidy paid by each Colony for the conveyance of mails *viâ* Suez during the year 1869.

Colonies.	Number of Letters Inwards and Outwards in 1868.	Service to Point-de-Galle.	Service between Point-de-Galle and King George's Sound.	Service between King George's Sound and Melbourne.	Service between Melbourne and Sydney.	Molety of Cost of Mail Boxes and Mail Bags.	Molety of Expense of Naval Agents in charge of Mails.	Proportion of Cost of Special Packets between Dover and Calais.	Estimated Number of Newspapers Inwards and Outwards in 1868.	Egyptian Transit of Newspapers <i>viâ</i> Southampton.	Totals.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Victoria	864,624	13,194 11 10	21,113 14 9	10,224 13 11	.....	338 15 7	168 1 10	78 3 8	1,624,694	1,437 14 7	40,555 16 2
New South Wales	813,937	4,294 3 11	6,871 9 5	3,927 12 4	4,186 2 8	110 5 3	54 14 3	25 8 10	620,500	549 0 5	19,418 17 1
South Australia	224,695	3,073 10 10	4,918 2 10	.....	.....	78 13 9	39 3 2	18 4 4	369,153	825 14 7	8,454 14 0
New Zealand	64,445	381 10 6	1,410 11 5	683 1 4	859 6 7	22 12 7	11 4 7	5 4 4	501,129	448 9 11	4,317 1 3
Tasmania	72,438	990 17 1	1,585 10 5	767 2 6	.....	25 8 9	12 12 5	5 17 4	232,616	196 17 10	3,584 6 4
Queensland	175,153	2,395 16 10	3,833 15 1	1,856 9 11	2,335 10 9	61 10 4	30 10 3	14 4 0	264,389	233 19 4	10,761 16 6
Western Australia	35,490	485 9 0	776 16 1	.....	.....	12 9 3	6 3 6	2 17 6	70,290	62 3 4	1,345 18 8
	1,850,782	25,316 0 0	40,510 0 0	16,550 0 0	7,381 0 0	650 0 0	323 10 0	150 0 0	3,672,771	3,250 0 0	94,438 10 0

I may here make a passing allusion to the advantage which would probably accrue to the people of New South Wales by the establishment of a well organized mail service to the United Kingdom *viâ* San Francisco; but until it has been ascertained for a fact that the expedition, which has been estimated at forty-five days for the whole journey from Sydney to the United Kingdom, can be attained, it were vain to enlarge upon the desirableness of opening such a mail route. I may however state that steps are at the present time being taken by the Colony of New Zealand to test this route, and no doubt if successful some negotiations will very shortly be made to secure to this Colony whatever advantages can be obtained from it.

REVENUE

REVENUE AND EXPENDITURE.

The following return shows the Revenue of the Post Office Department, collected during the year 1869, compared with the Revenue of 1868 :—

Year.	Sale of Stamps.	Fees for Private Boxes.	Postage on Unpaid Letters, &c.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1868	79,482 14 0	337 11 6	3,381 17 7	83,202 3 1
1869	83,720 14 11	219 5 6	3,715 1 4	87,655 1 9
Increase	4,238 0 11	.....	333 3 9	4,452 18 8
Decrease .....	.....	118 6 0	.....	.....

The amount, £4,452 18s. 8d., given above as the total increase of revenue in 1869, includes a sum of £1,269 6s. 1d. paid in that year by the Treasury Department for arrears of postage due by public offices for the years 1864, 1865, and 1866, which sum should properly be apportioned as an increase to the revenue collected in those respective years. The actual increase of revenue in 1869 properly chargeable to that year is therefore £3,183 12s. 7d., which goes to prove the steady progress of the Postal Service; and it is satisfactory to state, that while there has been this large increase of revenue, the expenditure of the department has only increased by the sum of £1,813 4s. 3d.

The reduction of the fee for private boxes, from £2 2s. to £1 1s., which took effect from the 1st January, 1869, will account for the decrease shown under the head "Fees for private boxes."

The expenditure of the department during 1869, compared with that for the year 1868, may be stated as follows :—

Year.	Salaries.	Contingencies.	Conveyance of Mails.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1868	31,412 11 1	3,151 4 10	54,371 0 8	88,934 16 7
1869	33,141 8 0	2,914 8 11	54,692 3 11	90,748 0 10
Increase	1,728 16 11	.....	321 3 3	1,813 4 3
Decrease .....	.....	236 15 11	.....	.....

It will be seen that notwithstanding the large extension of the Postal Service during 1869, as regards the establishment of new post offices and the opening of new mail routes, before alluded to in this Report, the total expenditure of the department has only very slightly increased. Every effort has been made, as opportunities have offered, to effect retrenchment in this branch of the Public Service; and it is satisfactory to point to this slight increase of expenditure, in a large and naturally progressive department, in proof of the exertions which have been made to carry on its business with as little expense as possible.

The increase under the head "salaries" was occasioned by the appointment of two new officers, viz., a Chief Clerk to the Post Office, and an officer to take charge of the "Inquiry Office," which was opened in 1869, as well as to the appointment of extra letter-carriers for Sydney and the country, and by the salaries of thirty-four additional postmasters. It was also necessary in 1869 to appoint a groom to attend to the horses attached to the head office, and to provide two extra stampers and sorters to meet the increased business of the department :—

The item conveyance of mails may be particularized as follows :—

	£	s.	d.
Mail conveyance by horse and stage	46,783	2	4
Do. rail	3,375	15	4
Do. steam and sailing vessels	3,658	5	7
Do. to and from railway stations, and portorage	755	0	8
Gratuities for sorting Hunter River and other mails	120	0	0
	<u>£54,692</u>	<u>3</u>	<u>11</u>

The amount voted for mail conveyance during 1869 was £57,120, irrespective of the subsidy paid to the Peninsular and Oriental Steam Navigation Company towards the English mail contract, which is not included in the above returns.

In 1869 there were 296 distinct mail contracts, of which fifteen were transferred at the request of the original contractors, and nine were cancelled during the year.

Particulars of contracts entered into for the conveyance of inland mails are given in the Appendix. Appendix G.
LETTERS,

LETTERS, NEWSPAPERS, AND PARCELS, POSTED THROUGHOUT THE COLONY.

	1868.	1869.
LETTERS.		
Posted for town delivery	454,488	521,433
„ country delivery	4,996,464	5,554,950
„ foreign despatch	537,287	543,841
Total number of letters posted	5,988,239	6,620,224
NEWSPAPERS.		
Posted for country delivery	2,648,178	2,481,321
„ foreign despatch	497,799	465,671
Total number of newspapers posted	3,145,977	2,946,992
PARCELS, &c.		
Posted for country delivery	87,918	123,573
„ foreign despatch	14,383	15,994
Total number of parcels, &c., posted	102,301	139,567

DEAD LETTER BRANCH.

Year.	Number of letters returned to writers as unclaimed.					Number of registered letters returned as unclaimed.	Number of letters unregistered, but containing articles of value returned as unclaimed.	Letters received from, and returned to the following places, as being unclaimed.				Number of letters returned as unstamped
	Originally addressed to places within the Colony.	Originally addressed to the neighbouring Colonies.	Originally addressed to the United Kingdom.	Originally addressed to other places not mentioned in the preceding columns.	Total.			Neighbouring Colonies.	United Kingdom.	Other places not mentioned in preceding columns.	Total.	
1868 ...	38,307	3,778	1,338	135	43,558	498	288	4,730	4,938	293	9,961	14,125
1869 ...	38,672	4,272	1,474	140	44,558	521	295	4,161	4,542	320	9,023	13,782
Increase	365	494	136	5	1,000	23	7	.....	.....	27	.....	.....
Decrease	.....	.....	.....	.....	.....	.....	.....	569	396	.....	938	343

REGISTRATION BRANCH.

Year.	Number of Registered Letters which passed through the General Post Office.	Number of Ounces of Gold which passed through the General Post Office.
1868	103,781	558
1869	110,409	1,100½
Increase	6,628	542½
Decrease .....	.....	.....

NUMBER OF MAILS RECEIVED AND DESPATCHED.

The following return shows the number of Mails received at and despatched from the General Post Office, during the years 1868 and 1869 :—

Year.	Received.		Despatched.		Total Number of Mails which passed through the Office.
	Inland.	Foreign.	Inland.	Foreign.	
1868	45,623	3,150	45,187	3,233	97,193
1869	47,845	5,015	48,892	4,110	105,862

POSTAL INSPECTION.

During the year 1869, the Postal Inspectors travelled over 9,102 miles of mail route, and inspected 112 post offices, viz. :—Albury, Apple-tree Flat, Armidale, Balranald, Baradine, Bathurst, Berrima, Binalong, Bowenfells, Bowrall, Branxton, Brownlow Hill, Burrawang, Burwood, Canberra, Camberwell, Camden, Campbelltown, Cobbitty, Cobbora, Conargo, Coonabarabran, Coolah, Coonamble, Coramundra, Croki, Cudgegong, Cullen Bullen, Cundletown, Deniliquin, Denison Town, Douglass Park, Dubbo, East Maitland,

Maitland, Emu, Emu Ferry, Five Dock, Forbes, Ghinni Ghinni, Gilgandra, Gloucester, Goulburn, Gundagai, Gundaroo, Hartley, Haslem's Creek, Hay, Hexham, Ilford, Jereelderie, Junee, Kelso, Langworthy's, Lanyon, Limeburner's Creek, Lithgow, Little Hartley, Liverpool, Lochinvar, Manly, Marulan, Maude, Meadow Flat, Millamurra, Molong, Montefiores, Moorooloolen, Morangaroo, Moss Vale, Morpeth, Moulamein, Mudgee, Mundooran, Murrumburrah, Murrurundi, Muswellbrook, Myall River, Nattai, Newcastle, Obley, One-tree Hill, Ophir, Orange, Paddington, Parramatta, Penrith, Picton, Port Macquarie, Queanbeyan, Raymond Terrace, Richmond, Rydal, Singleton, Smithfield, St. Mark's, Stroud, Tambaroora, Tamworth, Taralga, Tarcutta, Taree, Tinonee, Tocumwal, Urana, Wagga Wagga, Wanganella, Watson's Bay, Wellington, West Maitland, Windsor, Wingham, Yetholme.

The extension of the Railway to Goulburn on the Southern side and to Bowenfels on the Western side enabled the Department to afford considerable accelerations in the time-tables for mail conveyance in both districts during the year 1869. It is a matter of great congratulation that the city of Goulburn is now within seven hours communication by post with Sydney.

The mail contracts have generally been well performed during the year, although in some instances, from the low price of the contracts, the contractors in severe weather have had considerable difficulty in fulfilling their agreements.

INQUIRY OFFICE.

In the year 1869, in order to meet what was conceived to be a very important requirement of the Sydney public, I appointed a qualified officer to give information as to the postage chargeable on, and as to the weight of letters, &c., and also to afford such other information as might lead inexperienced persons aright in their efforts to secure the correct transmission of their correspondence. A large amount of postal knowledge has been communicated to the public through this office, and the number of persons who apply for information has convinced me of the necessity and usefulness of the Inquiry Office, while it more than justifies the small expense which its maintenance entails upon the department.

AMALGAMATION OF POSTAL AND TELEGRAPH DUTIES.

I may allude in this Report to the steps taken towards the end of the year 1869, in order to introduce, on the 1st January, 1870, a general scheme for the amalgamation of the post and telegraph offices in various parts of the Colony; it having been considered that a large saving in the expenditure of the department could be effected by the appointment of the telegraph station master as postmaster wherever the duties would permit of such a combination; and moreover it was deemed that the postal duties would be more efficiently performed by officers entirely under the control of the Government, than by storekeepers and others, who necessarily make the performance of these duties subservient to the interest of their private business. Arrangements were made to introduce this scheme at about thirty-five offices, in various parts of the Colony, and its practical working can be properly tested in time to be reported upon in the next Annual Report; but I may state that I have every confidence that it will be found to work satisfactorily. I take this opportunity to mention that great credit is due to the officers of both the General Post Office and the Chief Telegraph Office, for the zealous exertions displayed by them (without any extra clerical assistance being afforded) in order to bring this scheme into operation on the 1st January, 1870, the date fixed by me, seeing that a very large amount of extra correspondence was imposed upon them,—in the case of the Post Office officials, at the most busy period of the year, which necessitated not only the sacrifice of the usual holidays allowed by the Government, but a very large amount of labour after office hours.

NEW POST OFFICE BUILDING.

Considerable progress has been made in the erection of the new General Post Office, in George-street, and great exertions should be made to complete it as speedily as possible, as the present temporary building is found exceedingly inconvenient for the efficient transaction of the increasing business of the department, while, in point of health, it is anything but desirable that the officials employed should be compelled to work in the present ill-ventilated and unwholesome building any longer than is absolutely necessary. During the year 1869, I regret that a large amount of sickness prevailed amongst the officials, which is attributable to a large extent to the cause I have just mentioned.

I append a Report from the Superintendent of the Money Order Department, and also a Report ^{Appendices H & I} from the Superintendent of Telegraphs, showing the progress during the year 1869, of the business of the departments under their management.

I have the honor to be,

My Lord,

Your most obedient servant,

DAN^l EGAN,

Postmaster General.

APPENDIX.

A.

RETURN of Postal Lines established in 1869.

Road.	Postal Line.	Frequency of Communication.	Miles.
Western	Cullen Bullen and Glen Alice	Once a week	25
	Caloola and Tea-pot Swamp	Once a week	6
	Rydal and Sodwalls	Three times a week	5
	Guyong and Icely	Three times a week	7
	Bathurst and Eglinton	Twice a week	4
	Gilgumbone and Merri Merri	Once a week	52
	Tambaroora and Hill End	Twice a week	3
	Long Swamp and Trunkey Creek	Twice a week	8
	Railway Station and Post Offices, One-tree Hill, Little Hartley and Hartley	Six times a week	6
	Mundooran and Coomabarabran	Once a week	50
Southern	Lithgow and Bowenfalls	Six times a week	3
	Sutton Forest and Cross Roads	Four times a week	4
	Yass and Taemas <i>via</i> Warroo ..	Twice a week	12
	Berrima and Moss Vale Post Office and Railway Station	Twelve times a week	5
	Wingecarribee and Robertson	Twice a week	5
	Howlong and Moorwatla	Twice a week	6
	Narcllan and Cobbitty	Six times a week	5
	Pyree and Numba	Six times a week	3
	Mooroowoolen and Marulan	Six times a week	2
	Narrandera and Coramundra	Twice a week	154
Northern	Bungonia and Jacqua	Once a week	17
	Long Reach and Big Hill	Twice a week	6
	Bandon Grove and Underbank	Once a week	9
	Codrington and Wyrallah	Once a week	4
	Falconer and Oban	Once a week	15
	Railway Station and Post Office, Camberwell	Three times a week	3
	Warialda and Goondawindi, <i>via</i> Oragon, Gunyerwaraldi, Yalaroi, Tooloona, &c.	Once a week	130
	Dungowan and Tamworth, <i>via</i> Nemingha Flat	Once a week	20
	Ebor and Armidale	Once a week	50
	St. Peter's and Cook's River	Twelve times a week ..	2
	Total		621

B.

RETURN of Postal Lines discontinued in 1869.

Road.	Postal Line.	Frequency of Communication.	Miles.
Western	Orange and The Meadows	Once a week	6
Southern	Braidwood and Queanbeyan, <i>via</i> Molonglo Gap	Twice a week	36
	Gundagai and Clarendon	Once a week	25
Northern	Berrima and Nattai	Twelve times a week	8
	Goulburn and Bungonia	Three times a week	16
	Barraba and Wood's Reef	Once a week	16
	Total		107

C.

RETURN of Increased Postal Accommodation afforded during 1869 on existing Lines.

Road.	Postal Line.	Additional Communication afforded.	Miles.
Western	Wellington and Dubbo	Twice a week	54
	O'Connell and Mutton's Falls	Once a week	10
	Bourke and Belalie	Once a fortnight	100
Southern	Rydal and Sodwalls	Three times a week	5
	Murrumburrah, Coramundra, Junee, and Wagga Wagga	Once a week	100
	Crown Flat, Lower Araluen, Mullenderree, and Moruya	Four times a week	31
	Braidwood, Upper Araluen, Redbank, and Crown Flat	Three times a week	18
	Mooroowoolen and Goulburn	Six times a week	19
	Ten-mile Creek and Piney Range	Once a week	30
	Marulan and Bungonia	Three times a week	10
Northern	Wallgett, Brewarrina, and Bourke	Once a week	190
	Casino and Kynnumboon	Once a fortnight	60
	Railway Station and Post Office, Singleton	Seven times a week	1
	Mount Vincent and Cooranbong	Once a week	9
	Cassilis, Turco, and Coolah	Once a week	20
	Total		657

9

D.

RETURN of Decreased Postal Accommodation during 1869 on existing Lines.

Road.	Postal Line.	Frequency of Communication.		Miles.
		1868.	1869.	
Southern	Bateman's Bay, Mullenderree, and Moruya.....	Twice a week	Once a week	23
	Bodalla and Bega	Twice a week	Once a week	56
Northern	Tinonee and Cudletown	Four times a week..	Twice a week	9
	Gunnedah and Gulligal	Three times a week..	Twice a week	34
Total				122

E.

LIST of Post Offices on the 31st December, 1869.

Names of Post Offices.	Salary.	Names of Post Offices.	Salary.
	£ s. d.		£ s. d.
Aberdeen	18 0 0	Bulli	12 0 0
Adamantina	12 0 0	Bundarra	25 0 0
Adelong	30 0 0	Bungendore	20 0 0
Adelong Crossing-place	20 0 0	Bungonia	24 0 0
Albion Park	18 0 0	Bungowannah	12 0 0
Albury	230 0 0	Burraborang	12 0 0
Appin	30 0 0	Burrawang	12 0 0
Apple-tree Flat	12 0 0	Burrendong	12 0 0
Araluen	24 0 0	Burrier	12 0 0
Armidale	200 0 0	Burrowa	30 0 0
Ashfield	18 0 0	Burwood	12 0 0
Ashford	15 0 0	Cadia	12 0 0
Avisford	15 0 0	Caloola	12 0 0
Ballalaba	12 0 0	Camberwell	18 0 0
Ballina	16 0 0	Cambewarra	12 0 0
Balmain	15 0 0	Camden	100 0 0
Balranald	20 0 0	Campbelltown	120 0 0
Bandon Grove	12 0 0	Camperdown	12 0 0
Bankstown	12 0 0	Canberra	12 0 0
Baradine	12 0 0	Cannonbar	20 0 0
Bargo	12 0 0	Canowindra	12 0 0
Barraba	18 0 0	Canterbury	12 0 0
Barragan	12 0 0	Carcoar	50 0 0
Bateman's Bay	30 0 0	Cargo	12 0 0
Bathurst	300 0 0	Carroll	12 0 0
Baulkham Hills	18 0 0	Casino	30 0 0
Bega	30 0 0	Cassilis	12 0 0
Belford	12 0 0	Castlereagh	12 0 0
Bendemeer	40 0 0	Castle Hill	12 0 0
Bergalia	12 0 0	Cathcart	12 0 0
Berrima	80 0 0	Cessnock	12 0 0
Bigga	12 0 0	Charcoal Creek	20 0 0
Big Hill	12 0 0	Clarence Town	25 0 0
Billabong	12 0 0	Clarence River Heads	12 0 0
Binalong	20 0 0	Cobbadah	12 0 0
Binda	18 0 0	Cobbity	12 0 0
Bingera	18 0 0	Cobbora	15 0 0
Bishop's Bridge	12 0 0	Codrington	12 0 0
Black Rock	12 0 0	Collarenebri	12 0 0
Blacktown	25 0 0	Collector	15 0 0
Blandford	18 0 0	Collie	12 0 0
Blayney	18 0 0	Colo	12 0 0
Bobundarra	12 0 0	Conargo	12 0 0
Bodalla	15 0 0	Condobolin	24 0 0
Bolong	12 0 0	Coolah	25 0 0
Bombala	32 0 0	Cooma	52 0 0
Bonshaw	12 0 0	Coonabarabran	15 0 0
Bookham	15 0 0	Coonamble	18 0 0
Booligal	20 0 0	Coorambong	12 0 0
Borehole	12 0 0	Copabella	15 0 0
Boro	30 0 0	Coymanshurst	12 0 0
Botany	12 0 0	Coramundra	12 0 0
Bourke-street	38 0 0	Corang	12 0 0
Bourke	35 0 0	Corowa	20 0 0
Bowenfels	70 0 0	Cowra	55 0 0
Bowling Alley Point	15 0 0	Croki	12 0 0
Bowna	12 0 0	Crookwell	12 0 0
Bowral	15 0 0	Cross Roads	12 0 0
Braidwood	150 0 0	Crown Flat	15 0 0
Branxton	25 0 0	Cudgeong	12 0 0
Breeza	18 0 0	Cullen Bullen	15 0 0
Brenda	12 0 0	Cudletown	20 0 0
Brewarrina	15 0 0	Curabubula	12 0 0
Bringelly	18 0 0	Currawang	12 0 0
Brookfield	12 0 0	Dalton	12 0 0
Broughton's Creek	15 0 0	Dandaloo	12 0 0
Brownlow Hill	12 0 0	Dapto	36 0 0
Brungle	12 0 0	Darkwater	12 0 0
Brush Grove	12 0 0	Darlington	12 0 0
Buckley's Crossing-place	12 0 0	Delegate	12 0 0

E—continued.

Names of Post Offices.	Salary.	Names of Post Offices.	Salary.
	£ s. d.		£ s. d.
Denham Court	12 0 0	Jenbaicumbene	12 0 0
Deniliquin	200 0 0	Jereckleric	20 0 0
Donison Town	15 0 0	Jerry's Plains	20 0 0
Denman	30 0 0	Jindabyne	12 0 0
Dingo Creek	12 0 0	Jugiong	18 0 0
Dirty Swamp	12 0 0	The Junction (Newcastle)	15 0 0
Douglas Park	15 0 0	Junee	15 0 0
Dovedale	12 0 0	Kameruka	15 0 0
Drake	15 0 0	Kangaloon	12 0 0
Dubbo	60 0 0	Kelso	15 0 0
Dundee	15 0 0	Kempsey	30 0 0
Dungog	35 0 0	Kiama	40 0 0
Dungowan	12 0 0	Kiandra	15 0 0
Dunkeld	12 0 0	Kincumber	12 0 0
Dural	12 0 0	Kiora	12 0 0
Eastern Creek	12 0 0	Kogarah	12 0 0
East Kempsey	15 0 0	Kunopia	12 0 0
East Maitland	230 0 0	Kurrajong	20 0 0
Eauabalong	12 0 0	Kynmumboon	12 0 0
Ebenezer	12 0 0	Laggan	12 0 0
Eccleston	12 0 0	Lagoons	12 0 0
Eden	25 0 0	Laguna	12 0 0
Eglinton	12 0 0	Lambton	12 0 0
Ellalong	12 0 0	Lane Cove	12 0 0
Ellenborough	12 0 0	Langworthy's	12 0 0
Emu	20 0 0	Lanyon	12 0 0
Emu Ferry	15 0 0	Largs	20 0 0
Enfield	12 0 0	Lawrence	20 0 0
Ennis	12 0 0	Lewinsbrook	12 0 0
Euston	12 0 0	Limekilns	12 0 0
Evans' Plains	12 0 0	Limeburner's Creek	15 0 0
Fairfield	12 0 0	Lismore	18 0 0
Falconer	12 0 0	Lithgow	70 0 0
Field of Mars	15 0 0	Little Hartley	20 0 0
Fig Tree	12 0 0	Liverpool	60 0 0
Fish River Creek	12 0 0	Lochinvar	25 0 0
Five Dock	12 0 0	Longbottom	12 0 0
Forbes	200 0 0	Long Creek	12 0 0
Fordwich	12 0 0	Long Reach	12 0 0
Frederickton	18 0 0	Long Swamp	18 0 0
Gannon's Forest	12 0 0	Lostock	12 0 0
Gap Range	12 0 0	Louisa Creek	18 0 0
Gap	12 0 0	Louth	12 0 0
Garryowen	12 0 0	Lower Portland	12 0 0
Gegedzerick	12 0 0	Lowther	12 0 0
Gerringong	18 0 0	Lucknow	20 0 0
Ghinni Ghinni	15 0 0	Lyndhurst	12 0 0
Gilgandra	15 0 0	Major's Creek	15 0 0
Ginninderra	15 0 0	Manar	12 0 0
Gladesville	15 0 0	Mangrove Creek	12 0 0
Glanmire	15 0 0	Manilla	12 0 0
Glebe	15 0 0	Manly	15 0 0
Glen Alice	12 0 0	Manna Field	12 0 0
Glen Innes	30 0 0	Marengo	18 0 0
Gloucester	12 0 0	Marrickville	12 0 0
Goolagong	12 0 0	Marsden's	12 0 0
Goonoo Goonoo	25 0 0	Matulan	30 0 0
Gosford	20 0 0	Maryland	15 0 0
Goulburn	300 0 0	Mathoura	12 0 0
Grafton	60 0 0	Maude	12 0 0
Grenfell	75 0 0	Meadow Flat	25 0 0
Gresford	20 0 0	Menangle	25 0 0
Guildford	12 0 0	Menindee	20 0 0
Gullen	12 0 0	Merimbula	20 0 0
Gulligal	22 0 0	Merridee	15 0 0
Gundagai	150 0 0	Morri Morri	15 0 0
Gundaroo	15 0 0	Merriva	30 0 0
Gunnedah	40 0 0	Michelago	15 0 0
Gunning	25 0 0	Millamurra	12 0 0
Guntawang	15 0 0	Miller's Forest	20 0 0
Guyong	18 0 0	Millfield	15 0 0
Hanging Rock	12 0 0	Milton	18 0 0
Hartley	30 0 0	Minmi	15 0 0
Haslem's Creek	12 0 0	Mitchell's Creek	15 0 0
Hay	50 0 0	Moama	30 0 0
Heifer Station	12 0 0	Mogo	12 0 0
Hexham	30 0 0	Molong	25 0 0
Hill End	12 0 0	Molonglo	15 0 0
Hillston	12 0 0	Monga	12 0 0
Hinton	25 0 0	Monkerai	12 0 0
Hornsby	12 0 0	Montefiores	22 0 0
Howlong	15 0 0	Monwonga	12 0 0
Hunter's Hill	15 0 0	Moonan Brook	12 0 0
Huntingdon	12 0 0	Moonbi	18 0 0
Hursley	12 0 0	Moorooloolen	40 0 0
Icely	12 0 0	Moorwatha	12 0 0
Ilford	20 0 0	Morangarell	15 0 0
Inverell	25 0 0	Morangaroo	18 0 0
Ironbarks	25 0 0	Moree	20 0 0
Jacqua	12 0 0		
Jamberoo	20 0 0		

E—continued.

Names of Post Offices.	Salary.	Names of Post Offices.	Salary.
	£ s. d.		£ s. d.
Morpeth	100 0 0	St. Peter's	18 0 0
Moruya	50 0 0	Scone	60 0 0
Moss Vale	20 0 0	Scott's Flat	12 0 0
Moulamein	18 0 0	Seaham	15 0 0
Mount Harris	15 0 0	Seven Hills	12 0 0
Mount Vincent	15 0 0	Shellharbour	15 0 0
Mudgee	250 0 0	Singleton	200 0 0
Mulgoa	15 0 0	Smithfield	15 0 0
Mullenderes	18 0 0	Sodwalls	12 0 0
Mulwala	15 0 0	Sofala	35 0 0
Mummel	12 0 0	Somerton	12 0 0
Mundooran	18 0 0	South Grafton	20 0 0
Mungindie	15 0 0	South Gundagai	20 0 0
Murga	15 0 0	Springside	12 0 0
Murrumbah	12 0 0	Stockton	12 0 0
Murrumburrah	30 0 0	Stroud	25 0 0
Murrumbidgee	110 0 0	Summer Island	12 0 0
Muswellbrook	90 0 0	Sutton Forest	24 0 0
Mutt Billy	15 0 0	Swallow's Nest	12 0 0
Mutton's Falls	12 0 0	Tahulam	20 0 0
Myall River	12 0 0	Taemas	12 0 0
Myrtleville	12 0 0	Tambawoora	25 0 0
Nambucca	12 0 0	Tamber Springs	12 0 0
Narellan	18 0 0	Tamworth	200 0 0
Narrabri	25 0 0	Tankerooka	12 0 0
Narrandera	15 0 0	Tarago	15 0 0
Nattai	28 0 0	Taralga	18 0 0
Nelligon	18 0 0	Tarcutta	45 0 0
Nerrigundah	20 0 0	Tarce	18 0 0
Newcastle	280 0 0	Tarlo	18 0 0
Newtown	15 0 0	Tea-pot Swamp	12 0 0
Nimitybelle	24 0 0	Teesdale	12 0 0
North Richmond	20 0 0	Tempe	12 0 0
Norwood	12 0 0	Ten-mile Creek	35 0 0
Nowendoc	12 0 0	Tenterfield	20 0 0
Nowra	20 0 0	Terara	24 0 0
Numba	30 0 0	Thornthwaite	12 0 0
Numeralla	12 0 0	Timbarra	15 0 0
Nundle	22 0 0	Tinonee	40 0 0
Oaky Creek	12 0 0	Tocumwall	12 0 0
Oaks	15 0 0	Tomago	15 0 0
Obau	12 0 0	Tomerong	12 0 0
Oberon	12 0 0	Toogong	12 0 0
Obley	18 0 0	Tooloom	12 0 0
O'Connell	15 0 0	Toorale	12 0 0
One-tree Hill	30 0 0	Trunkey Creek	15 0 0
Ophir	12 0 0	Tuena	18 0 0
Orange	100 0 0	Tumberumba	20 0 0
Paddington	15 0 0	Tumut	65 0 0
Palmer's Island	12 0 0	Two-mile Flat	15 0 0
Palmer's Oakley	12 0 0	Ulladulla	20 0 0
Pambula	24 0 0	Ulmarra	18 0 0
Parramatta	280 0 0	Underbank	12 0 0
Paterson	35 0 0	Upper Adelong	16 0 0
Peel	15 0 0	Upper Araluen	15 0 0
Pennant Hills	12 0 0	Uralla	35 0 0
Penrith	200 0 0	Urana	12 0 0
Petersham	15 0 0	Vacy	12 0 0
Picton	55 0 0	Victoria	12 0 0
Pilliga	15 0 0	Wagga Wagga	50 0 0
Pine Ridge	12 0 0	Wagonga	12 0 0
Pitt Town	20 0 0	Walbundrie	12 0 0
Pooncarie	12 0 0	Walcha	20 0 0
Port Macquarie	35 0 0	Wallabadah	24 0 0
Prospect	16 0 0	Walgett	40 0 0
Pyree	12 0 0	Wallsend	20 0 0
Pymont	12 0 0	Wammerava	12 0 0
Queanbeyan	60 0 0	Wandandian	12 0 0
Quirindi	15 0 0	Wanganella	18 0 0
Randwick	15 0 0	Waratah	25 0 0
Raymond Terrace	60 0 0	Warialda	35 0 0
Redbank	12 0 0	Warkworth	12 0 0
Redfern	12 0 0	Warneeton	12 0 0
Reidsdale	12 0 0	Warren	15 0 0
Reid's Flat	16 0 0	Waterloo	60 0 0
Richmond	60 0 0	Watson's Bay	15 0 0
Robertson	12 0 0	Wattle Flat	15 0 0
Rockley	21 0 0	Waverley	67 0 0
Rocky Mouth	16 0 0	Wee Waa	20 0 0
Rocky River	15 0 0	Wolaregang	12 0 0
Rolland's Plains	12 0 0	Wellinggrove	18 0 0
Rouse Hill	20 0 0	Wellington	45 0 0
Rydal	15 0 0	Wentworth	50 0 0
Ryde	25 0 0	Westbrook	12 0 0
Rylstone	30 0 0	West Maitland	300 0 0
Sackville Reach	15 0 0	Wheeo	20 0 0
St. Alban's	12 0 0	Wilberforce	18 0 0
St. Leonard's	15 0 0	Wilcannia	20 0 0
St. Mark's	15 0 0	William Town	12 0 0
St. Mary's	30 0 0	Windellama	12 0 0

E—continued.

Names of Post Offices.	Salary.	Names of Post Offices.	Salary.
	£ s. d.		£ s. d.
Windeyer	15 0 0	Woodhouselee	12 0 0
Windsor	200 0 0	Woodside	12 0 0
Wingecarribee	12 0 0	Woodville	15 0 0
Wingen	12 0 0	Woonona	20 0 0
Wingham	15 0 0	Wyrallah	12 0 0
Wiseman's Ferry	12 0 0	Yarraman	12 0 0
Wollombi	15 0 0	Yarrambah	12 0 0
Wollongong	200 0 0	Yass	200 0 0
Wolumla	12 0 0	Yetholme	16 0 0
Wombat	15 0 0	Yetman	12 0 0
Woodburn	12 0 0	Young	150 0 0

POST OFFICES ESTABLISHED IN 1869.

Apple-tree Flat.	Hillston.	Somerton.
Bergalia.	Hill End.	Springside.
Bowna.	Jacqua.	Taemas.
Bulli.	Louth.	Tea-pot Swamp.
Big Hill.	Lyndhurst.	Trunkey Creek.
Castle Hill.	Moorwatha.	Tempe.
Cross Roads.	Mogo.	Tankerooka.
Cobbitty.	Manna Field.	Poorale.
Dirty Swamp.	Oban.	Underbank.
Eglinton.	Pyree.	Wyrallah.
Glen Alice.	Pooncarie.	Wingen.
Gegedzerick.	Robertson.	
Garryowen.	Sodwalls.	

POST OFFICES RE-ESTABLISHED IN 1869.

Icely.	Walbundric.
Wandandian.	

POST OFFICES DISCONTINUED IN 1869.

Burkeville.	The Meadows.
Ebor.	Walanthry.
Clarendon.	Woodsreef.

F.

List of Stamp-sellers on the 31st December, 1869.

Name.	Residence.	Date of Appointment.	Name.	Residence.	Date of Appointment.
Abreu, A. F.	690, George-st., South..	6 Aug., 1867	Hamilton, J.	Chippendale	16 Mar., 1860
Adnum, Elizabeth	266, George-street	27 July, 1869	Hill, J.	790, George-street	16 June, 1858
Andrews, John ..	313, Pitt-street	25 Aug., 1869	Hogan, W.	King-street	1 Aug., 1861
Bowyer, George ..	Elizabeth-street South..	26 May, 1865	Holroyd, Michl. ..	306, George-street	13 May, 1864
Bozon, E.	William-street	29 Jan., 1866	Hale, Thos.	3, Exchange-buildings ..	2 Aug., 1865
Board, A.	Paddington	24 Mar., 1868	Hill, Geo.	76, South Head Road ..	30 Aug., 1866
Boys, L. F.	128, King-street	30 May, 1868	Hogan, J.	147, King-street	23 July, 1868
Bcare, J. C.	216, William-street	25 June, 1868	Harper, W.	Upper William-street,	24 June, 1869
Butcher, E.	169, South Head Road.	7 Oct., 1868		South.	
Bent, Chas.	641, George-street	13 Aug., 1869	Henwood, J.	Lord Nelson Hotel,	12 Oct., 1869
Bennett, G. M. ..	King-street	17 Sept., 1869		Miller's Point.	
Bennett, S.	Empire Office, 190, Pitt-	23 Sept., 1869	Jones, A.	803, George-street	2 Dec., 1868
	street.		Kirschbaum, A. ..	124, King-street	20 April, 1859
Bohrman, C.	South Head Road	10 May, 1869	Lowther, Edward	Sussex-street	13 May, 1865
Clifford, James ..	Botany Road, Redfern..	20 Sept., 1865	Lea, Charles	92, South Head Road ..	28 Aug., 1868
Cassidy, Wm.	Union Club	22 Sept., 1865	Levi, D.	512, George-street	11 Nov., 1868
Cole, F. & E.	330, George-street	22 Oct., 1867	Maddock, W.	George-street	6 Aug., 1863
Collis, John	198, Parramatta-street.	14 Nov., 1867	M'Neil, J.	40, Sussex-street	20 Mar., 1860
Cooper, J. J.	Railway Station	31 Jan., 1867	Moffit, W.	Pitt-street	24 Oct., 1857
Cox, Annie M.	167, Castlereagh-street..	16 April, 1867	Moore, J.	George-street	23 July, 1856
Cole, H.	106, King-street	11 Jan., 1863	Murphy, F.	455, Bourke-street	1 Feb., 1860
Cooper, Isaac	210, William-street	7 April, 1868	Muspratt, E.	William-street	18 Jan., 1860
Clarke, E.	195, South Head Road..	24 Dec., 1868	Murgrave, T.	Windmill-street	25 Nov., 1864
Cole, Hy.	404, George-street	9 Sept., 1869	Mort, H.	Erskine-street	11 June, 1866
Davies, J.	York-street	13 Nov., 1863	Nash, Wm.	Lower George-street ..	31 Dec., 1866
Davis, R.	47, Bathurst-street	14 Oct., 1863	Ogilvie, A.	Myrtle-street, South	8 Oct., 1869
Dolman, W.	2, Park-street	2 Sept., 1858		Sydney.	
Douglass, A.	51, Clarence-street	16 Feb., 1858	Penfold, E. T.	394, George-street	12 May, 1857
Dole, James.	Globe Road	2 June, 1865	Pierce, T.	Yurong & Stanley Sts. .	9 July, 1860
Davis, R.	64, Bathurst-street	21 July, 1868	Palmer, T.	George-street (Brick-	23 May, 1865
Deacon, Thos.	Milsom's Point, St.	1 July, 1869		field Hill).	
	Leonards.		Porter, E.	478, Crown-street, Surry	29 May, 1868
Eames, W. D.	16, South Head Road ..	23 Jan., 1864		Hills.	
Edwards, F. L. ..	Pitt-street	23 Feb., 1865	Penberthy, J.	Miller's Point	11 Sept., 1868
Fairfax and Sons. .	Hunter-street	5 April, 1864	Pilcher, J. C.	Australian Club, Sydney	9 July, 1869
Flanagan, E. F. ..	594, George-street	28 June, 1864	Reilly, P.	Macquarie-street South	8 April, 1863
Fortier, Wm.	33, Sussex-street	14 Nov., 1866	Roberts, D.	Pitt-street	31 Aug., 1859
Fowler, H. P.	309, Castlereagh-street..	17 Feb., 1869	Reading, Jas.	George-street	20 June, 1868
Ferguson, John ..	136, King-street	25 Mar., 1869	Randerson, R. S. ..	Market-street	12 April, 1869
Gill, G.	115, George-street	19 Dec., 1865	Russell, Jas.	174, Lower George-st..	29 May, 1869
Graham, F.	Haymarket	14 July, 1856	Sandon, C. T.	George-street	16 Feb., 1867
Gordon & Gotch. .	281, George-street	8 April, 1865	Saywell, T. R.	14, Park-street	7 April, 1865
Gibbs, Shallard, &	108, Pitt-street	17 Aug., 1868	Smyth & Wells ..	Hunter-street	25 Mar., 1859
Co.			Shawling, John ..	Phillip-street	9 Mar., 1866
Griffiths, John.	23, Erskine-street	25 Mar., 1869	Shaw, Wm.	Liverpool-street, Dar-	22 Aug., 1867
Griffiths, Theoph.	768, George-street	29 Mar., 1869		linghurst.	
Hamilton, Mrs. E.	Woolloomooloo-street ..	26 May, 1862	Salier, J. J.	Botany-street, Surry	7 Feb., 1868
M.				Hills.	

F—continued.

Name.	Residence.	Date of Appointment.	Name.	Residence.	Date of Appointment.
Sutton, A. W.	414, George-street	15 April, 1868	Jones, E. A.	Wollongong	20 July, 1867
Smith, D.	48, Erskine-street	23 Aug., 1868	Knaggs & Co.	Newcastle	29 June, 1865
Schroder, W. S.	George-street South	15 April, 1869	Kidd, John	Campbelltown	5 April, 1867
Smith, Fk.	405, George-street	23 Aug., 1869	Lee, H.	Deniliquin	16 Sept., 1864
Turner, E.	26, Hunter-street	9 Dec., 1864	Lester, W. R.	Mudgee	8 Sept., 1864
Walsh, Wm.	King-street	16 Oct., 1866	Levien, A.	West Maitland	1 Nov., 1862
Weekes, N.	101, Parramatta-street	1 Mar., 1865	Laird, Robt.	Tenterfield	4 May, 1869
Weissberger, —	50, Market-street	19 Dec., 1865	Laurence, F.	Mudgee	5 May, 1869
Watson, R. A.	Circular Quay	17 April, 1868	Mallam, H. G.	Armidale	5 Dec., 1864
Whiting, Jas.	Double Bay	9 Mar., 1869	Mason, E.	Parramatta	15 Sept., 1862
Wigley, W. H. & Co.	297, George-street	8 July, 1869	Mutlow, W. H.	Armidale	31 Mar., 1864
Allingham, E.	Armidale	28 Oct., 1862	Manning, T.	Orange	28 Feb., 1865
Armstrong, J. F.	Forbes	18 Oct., 1862	Millar, Wm.	Penrith	14 Nov., 1865
Asser, N. F.	Scone	3 Mar., 1863	Myer, Jno.	Young	29 June, 1866
Ambrose, C. N.	Windsor	2 Aug., 1865	M'Guigan, Jno.	Bathurst	9 Mar., 1866
Austin, E. W.	Bathurst	6 Sept., 1867	Martel, H. C.	Dandaloo Station, Bogan River.	19 July, 1866
Allman, J.	Do.	15 Jan., 1868	Manning, Thos.	Dubbo	6 Sept., 1866
Atkinson, F.	Do.	11 Nov., 1868	Marks, E. P.	Pretty Plains, near Orange.	4 May, 1867
Ball, E.	Goulburn	30 Dec., 1862	Middleton, J. C.	Albury	26 July, 1867
Barnes, S. H.	Mudgee	8 Sept., 1864	Montgomery, Hugh	Railway Camp, Marulan	17 Sept., 1867
Broadhead, Maria	West Maitland	27 July, 1863	Moses Brothers	Grenfell	22 Jan., 1867
Burrows, Jno.	Newcastle	18 Oct., 1865	Mills, J. H.	Windsor	1 Sept., 1868
Byrnes, Jas.	Grenfell	14 Dec., 1866	M'Nicoll, Agnes	Newcastle	21 Sept., 1869
Bodell, W. H.	Do.	2 May, 1868	Mason & Co., W.	Parramatta	30 Sept., 1869
Carpenter, Alfred.	Deniliquin	9 Mar., 1866	Nicholas, W. A.	Forbes	13 Sept., 1866
Clatterton, E.	Sackville Reach	8 Sept., 1863	Neilson, J. T.	Windsor	13 Oct., 1868
Clift, J.	Parramatta	8 Oct., 1862	Payne, J. T.	Newcastle	4 Mar., 1864
Cohen, Wm.	Tamworth	21 June, 1864	Pring, E. J. L.	Windsor	18 April, 1867
Coul, W.	Pictou	27 Aug., 1864	Potter, W.	Goulburn	19 Oct., 1868
Coulter, R.	Penrith	10 May, 1864	Procter, P.	West Maitland	9 Mar., 1869
Cottrell, J.	Yass	18 Feb., 1863	Palmer, D.	Wollongong	4 May, 1869
Curry, H.	Tamworth	1 July, 1863	Quick, Wm.	Maitland	25 Mar., 1864
Cochrane, Josh.	Wingham	9 Nov., 1865	Quinn, J. P.	Singleton	16 Nov., 1867
Chittenden, Geo.	Singleton	20 Dec., 1865	Rac, A. B.	Bathurst	31 Aug., 1863
Clarke, W. H.	Carcoar	25 Feb., 1867	Rogan, D.	Tamworth	6 Aug., 1863
Conlan, M.	Yass	22 Feb., 1868	Riley, W. R.	Goulburn	27 Nov., 1862
Coles, Thos.	West Maitland	31 May, 1869	Robinson, Jno.	Newcastle	13 June, 1865
Dunn, Patrick	Mulwalla	8 Dec., 1864	Riehe, G. A.	Parramatta	2 June, 1866
Druce, Jas.	Parramatta	19 July, 1866	Richmond, Cath.	Forbes	3 Aug., 1866
Dawson, C. H.	Hay	31 Dec., 1866	Raddock, H.	Singleton	10 July, 1868
Duff, Thos.	Wingham	27 Aug., 1867	Roth, Max	Deniliquin	1 June, 1869
Falls, A.	West Maitland	24 Feb., 1864	Richardson, Jane.	Murrygon, Munderoran	17 May, 1869
Dudley, A. W.	West Maitland	31 May, 1869	Sippell Bros.	Young	1 Nov., 1862
Ellis, J. T.	Araluen Valley, Araluen	10 Mar., 1869	Storner, J. B.	Do.	8 Dec., 1862
Eagles, C. H. B.	West Maitland	20 Aug., 1869	Saloshin, H.	Deniliquin	7 April, 1866
Falls, A.	Do.	24 Feb., 1864	Savage, F. J.	Narrandera	26 April, 1866
Ferris, J.	Parramatta	1 July, 1863	Stace, R. A.	Wellington	18 Oct., 1866
Fieldhouse, E. & W.	Campbelltown	8 Aug., 1864	Scardon, G. D.	Lake Macquarie Road	10 May, 1867
Ferguson, Jas.	Parramatta	27 Aug., 1867	Sippell Brothers	Grenfell	22 Jan., 1867
Foot, H. B.	Yass	21 Mar., 1868	Solling, W. B.	West Maitland	29 Mar., 1867
Fox, J. R.	Newcastle	3 July, 1868	Shaw, J.	Forbes	24 Jan., 1868
Foster, Joseph	Hull's Creek, Denman	23 June, 1869	Simpson, J.	Deniliquin	15 Sept., 1868
Gallagher and Holdings.	Tamworth	13 April, 1864	Simms, A. H.	Maitland	8 May, 1869
George, R. R.	Bathurst	21 May, 1866	Tatham, S.	Balmain	27 Oct., 1866
Gerber, C.	Young	1 Oct., 1862	Thomas, H.	West Maitland	9 Dec., 1864
Glover, Ed.	Balmain (Darling-st.)	4 April, 1865	Torckler, H.	Singleton	25 Mar., 1863
Good, John	Parramatta	18 June, 1866	Trimm, J.	Armidale	21 Nov., 1862
Gulliver, John	Newcastle	30 June, 1869	Tuke, C.	Parramatta	6 Aug., 1863
Heath, Thos.	Wagga Wagga	24 July, 1865	Turner, Hy.	Richmond	12 Oct., 1865
Hamilton Elizth.	Ryde	19 Dec., 1865	Turner, R.	Windsor	1 June, 1868
Hewlett, W.	Wollongong	15 Sept., 1862	Taylor, T.	Unity Hotel, Balmain	25 June, 1868
Hill, J.	Singleton	1 Dec., 1862	Walker, W.	Sofala	13 May, 1864
Hippgrave & Craigie.	Armidale	13 April, 1864	Walsh, G.	Goulburn	25 May, 1864
Hunt, F. H.	Cumberland Mercury Office, Parramatta.	25 Mar., 1869	Weston, Jno.	West Maitland	28 Oct., 1862
Hunter, W. C.	Wagga Wagga	19 July, 1869	White, Laban	Windsor	4 April, 1864
Jackes, J.	Armidale	8 Oct., 1 2	White, J. C.	Bathurst	17 May, 1864
Jones, J. R.	Bathurst	1 Oct., 1862	Whitton, Joseph ..	Camberwell	25 Aug., 1864
Jones, A. S.	Breadalbane, near Muttibilly.	13 June, 1864	Wincombe, J. P.	Young	6 Aug., 1863
Jefferson, T. B.	South Deniliquin	7 June, 1865	Wilson, G.	Tenterfield	21 Feb., 1865
Jennings, J. C.	Weddin Mountains	6 July, 1865	Wright, Jas.	Singleton	24 July, 1865
Jarvis, D.	Forbes	27 Dec., 1866	Whiting & Son ..	Taralga	19 July, 1866
			Watkinson, Jas.	Balmain	30 Oct., 1866
			White, F.	Goulburn	23 April, 1868
			Whipple, W. F.	Orange	13 May, 1869

PARTICULARS of Contracts entered into for the Conveyance of Post Office Mails, from the 1st January, 1869.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contract.
Names.	Addresses.					
WESTERN ROADS.						
1	Joseph Gillespie	Pitt Town	Parramatta, Field of Mars, and Pennant Hills.	Six	Horseback	£ 68 0 0 31 Dec. 1871.
2	Do	do	Parramatta Railway Station, and Post Offices, Parramatta, Baulkham Hills, and Rouse Hill.	do	do	95 0 0 31 Dec. 1869.
3	Jno. Kelly	Baulkham Hills	Baulkham Hills and Dural	Three	do	30 0 0 31 Dec. 1871.
4	David Gash	Blacktown	Blacktown, Prospect, and Eastern Creek.	Six	do	44 0 0 31 Dec. 1869.
5	Geo. Thompson	Pitt Town	Windsor, Pitt Town, and Wilberforce; and Wilberforce, Ebenezer, and Sackville Reach.	do Three	do do	45 0 0 31 Dec. 1871.
6	Matthew Thompson	do	Pitt Town, Wiseman's Ferry, and St. Alban's.	Two	do	72 0 0 31 Dec. 1869.
7	Jas. Wamsley, junr.	Wiseman's Ferry	Wiseman's Ferry, and Mangrove Creek.	One	do	22 10 0 31 Dec. 1871.
8	Hy. Everingham	Lower Portland	Sackville Reach and Lower Portland.	Three	do	30 0 0 31 Dec. 1870.
9	Henry Turner	Richmond	Richmond, North Richmond, and Kurrajong (Lamrock's Inn).	Six	Coach, 2 horses.	29 10 0 31 Dec. 1871.
10	Wm. Want	Colo	Colo and Kurrajong	One	Horseback	20 0 0 31 Dec. 1869.
11	Wm. Dorahy	Bringelly	Richmond and Camden, <i>via</i> Castlereagh, Penrith, Greendale, Mulgoa, and Bringelly.	Three	do	114 0 0 31 Dec. 1871.
12	M. Webb	St. Mary's	Railway Station, South Creek, and Post Office, St. Mary's.	Twenty-four.		55 0 0 One month's notice on either side. 1869.
13	Jane O'Connor	Mulgoa	Penrith Post Office and Railway Station, Penrith, and Penrith Post Office, Emu Ferry and Emu.	Three times or oftener daily. Once or oftener daily.	Horseback.	84 0 0 31 Dec. 1869.
*14	Cobb & Co.	Sydney	Penrith and Orange	Six	4-wheel coach.	1,592 0 0 31 Dec. 1870.
15	Do	do	Orange, Stony Creek, Ironbarks, Black Rock, Wellington, and Montefiores; and Orange, Molong, Black Rock, Wellington, and Montefiores.	Three do	do do	900 0 0 31 Dec. 1871.
16	Richd. Kecnan	Cheeseman's Creek, near Orange.	Wellington, Montefiores, and Dubbo.	Six	Vehicle, 2 horses or more.	200 0 0 31 Dec. 1871.
17	Chas. H. Beresford	Dubbo	Dubbo, Warren, Cannonbar, Gongolgon, and Bourke.	Two	Vehicle or on horseback.	1,375 0 0 31 Dec. 1869.
18	M. Doohan	Wentworth	Bourke, Fort Bourke, and Wilcannia, travelling on either side of the Darling River.	One	Horseback	375 0 0 31 Dec. 1869.
19	Cobb & Co.	Sydney	Hartley, Bowenfells, and Mudgee	Six	4-wheel conveyance.	1,092 0 0 31 Dec. 1870.
†20	Jno. Willis	Sodwalls	Rydal and Sodwalls	Three	Horseback	38 0 0 31 Dec. 1871.
21	David Thomson	Capertie	Cullen Bullen and Glen Alice	One	do	33 0 0 31 Dec. 1869.
22	Thos. Cheshire	Mudgee	Mudgee, Guntawang, Cobbora, Mundooran, and Coonamble, to travel in time of floods on the north side of the Cudgegong River. <i>via</i> Guntawang.	Two	Horseback <small>—to provide coach between Mudgee and Mundooran, if required.</small>	635 0 0 31 Dec. 1870.
23	M. L. Tucker (cancelled)	Two-mile Flat..	Guntawang and Two-mile Flat.	do	Horseback	40 0 0 31 Dec. 1871.
24	Jas. M'Cullough	Coonamble	Coonamble and Merri Merri (M'Lean's station), <i>via</i> Bimbimbleyon, Bunday, Ningey, and Coonbong.	One	do	87 0 0 31 Dec. 1869.
25	Hy. J. Ferguson	Rylstone	Keen's Swamp and Rylstone	Three	do	115 0 0 31 Dec. 1870.
26	Dominick Healy	Collie	Gulgandra and Collie	One	do	70 0 0 31 Dec. 1870.
27	Michael Walsh	Lithgow	Hartley, Fish River Creek, and Oberon	do	do	74 0 0 31 Dec. 1870.
28	Martin Nash	Mudgee	Mudgee, Merrendee, Burrendong, and Ironbarks.	Two	do	110 0 0 31 Dec. 1870.
29	Patrick Donnelly	Wellington	Molong and Ironbarks	Three	do	109 0 0 31 Dec. 1870.

* In consequence of the Railway extension to Lithgow, that portion of contract between One tree Hill and Lithgow cancelled from 4th November, 1869.

† See supplementary notice.

G—continued.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contract.
Names.	Addresses.					
30	Martin Nash	Mudgee.....	Mudgee, Grattai, Windeyer, Pure, Point, Campbell's Creek, Long Creek, and Upper Pyramul, with a branch post to and from Grattai, Avisford, and Louisa Creek.	Two	Horseback	£ 187 0 0 1871. 31 Dec.
31	John Barton	Mudgee.....	Mudgee and Barragon	One	do	28 0 0 1870. 31 Dec.
32	Thos. Trotter	Cassilis.....	Mudgee and Cassilis	One	2-horse coach.	127 0 0 1869. 31 Dec.
	£1 to be paid for every seat required by Government, other than those for Postal Inspectors and Mail Guards.			One	Horseback	
33	Seymour Denman	Cobhora	Dubbo and Cobhora	do	do	60 0 0 1871. 31 Dec.
34	Thos. Cheshire	Mudgee.....	do	do	do	92 0 0 1871. 31 Dec.
35	Wm. Shumack	Meadow Flat ..	Yetholme and Mitchell's Creek	Two	do	36 0 0 1870. 31 Dec.
36	John Scott	Palmer's Oakley	Mitchell's Creek and Palmer's Oakley.	One	do	35 0 0 1870. 31 Dec.
37	Cobb & Co.	Sydney	Bathurst, Peel, and Sofala	Three ..	4-wheel conveyance.	119 0 0 1869. 31 Dec.
38	John Lynch (cancelled) ..	Ironbarks	Sofala and Tambaroora	Two	Horseback	89 0 0 1871. 31 Dec.
39	Do do ..	do	Tambaroora and Louisa Creek	One	do	26 0 0 1871. 31 Dec.
40	Jno. Tobin	Limekilns.....	Peel and Limekilns	do	do	22 0 0 1869. 31 Dec.
41	Christopher Reid	Millamurra	Millamurra and Peel	do	do	18 0 0 1871. 31 Dec.
42	Philip Ryan.....	Keen's Swamp	Sofala and Keen's Swamp	Two	do	80 0 0 1871. 31 Dec.
43	Andw. Whiteford	Mutton's Falls..	Bathurst, O'Connell, and Mutton's Falls; and Mutton's Falls, Oberon, and Fish River Creek.	do	do	140 0 0 1871. 31 Dec.
				One	do	
44	Jas. Mansfield.....	Long Swamp ..	Bathurst, Caloola, and Long Swamp, <i>via</i> Denis Island.	Two	do	112 0 0 1870. 31 Dec.
45	Wm. Ryan	Teapot Swamp	Caloola and Teapot Swamp	One	do	10 0 0 1871. 31 Dec.
46	E. H. Mutton	Bathurst	Bathurst Lagoons and Rockley	Two	do	69 0 0 1869. 31 Dec.
47	F. C. Hawkins	Rockley	Rockley and Swallow's Nest ..	One	do	32 0 0 1871. 31 Dec.
48	J. W. de Lisle Evans....	do	Rockley, Long Swamp, and Tucna, <i>via</i> Trunkey Creek.	do	do	85 0 0 1871. 31 Dec.
49	Cobb & Co.	Sydney	Bathurst, Evans' Plains, Blayney, Carcoar, and Cowra.	Three....	Coach, 2 or more horses.	420 0 0 1871. 31 Dec.
	£2 to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.					
50	Do	do	Cowra and Grenfell	do	do	260 0 0 1870. 31 Dec.
51	W. Worner	Forbes	Cowra, Goolagong, and Forbes	do	Horseback	200 0 0 1871. 31 Dec.
52	A. W. Collis.....	Wood's Flat....	Cowra and Wood's Flat.....	Two	do	40 0 0 1870. 31 Dec.
53	Jas. Baker	Blayney	Blayney and Teesdale	One	do	26 13 4 1871. 31 Dec.
54	E. Morgan	Marango	Cowra and Marango, <i>via</i> Bombaldry.	Two	do	80 0 0 1870. 31 Dec.
55	Alex. Ferguson	Tilga, near Canowindra.	Cowra and Canowindra	Three....	do	99 19 0 1869. 31 Dec.
56	J. and A. Irvine	Toogong	Orange, Toogong, Murga, and Forbes.	do	Coach, 2 horses.	498 0 0 1871. 31 Dec.
	£1 to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.					
57	Napoleon Smith	Forbes	Forbes and Condobolin <i>via</i> Finn's	Two	Horseback	200 0 0 1869. 31 Dec.
58	Do	do	Condobolin, Booligal, and Hay...	do	do	550 0 0 1871. 31 Dec.
59	Do (Transferred to J. and W. Bray from 1st September, 1869.)	do	Forbes and Young, <i>via</i> Pinnacle Reefs and Emu Creek.	do	2-horse buggy.	260 0 0 1870. 31 Dec.
	£2 to be paid for every seat required by Government, other than those for Postal Inspectors and Mail Guards.					
60	Augustus Coulson	Orange	Orange and Ophir	One	Horseback	45 0 0 1869. 31 Dec.
61	W. F. Wynne	do	Orange, Cadia, and Carcoar, <i>via</i> Burnt Yards.	do	do	70 0 0 1871. 31 Dec.
62	Augustus Coulson—Cancelled.	do	Orange and the Meadows	do	do	23 0 0 1869. 31 Dec.
63	Robt. Clayton	do	Orange and Cargo	Three....	4-wheel vehicle, 2 or more horses.	132 0 0 (Contract taken for four months, certain from 1st Dec., 1869, and to continue after that period from month to month, to terminate at one month's notice on either side.) 1870. 31 Dec.
	15s. to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.					
64	Jas. F. Williams	Forbes	Forbes and Billabong.....	Two	Horseback	65 0 0 1870. 31 Dec.
65	John Barry—Cancelled ..	Molong	Molong and Obley	do	do	95 0 0 1869. 31 Dec.

G—continued.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contract.	
Names.	Addresses.						
66	Thomas Feeney	Obley	Obley and Canonbar, <i>via</i> Nyngan	One	Horseback	£ 179 0 0	1869. 31 Dec.
67	William Smith.....	Warren	Warren and Mount Harris, <i>via</i> Drungalce.	do	do	69 0 0	1870. 31 Dec.
68	Wm. Todhunter	Mount Harris ..	Mount Harris and Wammerawa	do	do	100 0 0	31 Dec. 1871.
69	J. W. Sellers	Bourke	Bourke and Belalie, <i>or</i> Shearer's (Warrego River), <i>or</i> Bourke and Cameron's, Cuttaburra Creek.	do	do	149 10 0	31 Dec. 1870.
70	T. J. Grace	Hyandra	Booligal and Wilcannia.....	do	2 or more horse coach	400 0 0	31 Dec. 1869.
SOUTHERN ROADS.							
1	Wm. Braithwaite	Liverpool	Liverpool, Denham Court (on return by Kemp's Creek), and Bringelly.	Six.....	Horseback	92 0 0	31 Dec. 1870.
2	James Waterworth..... <small>2s. to be paid for every seat required by Government, other than those for Postal Inspectors and Mail Guards.</small>	Campbelltown..	Railway Station, Campbelltown, and Post Office, Campbelltown, Narellan, and Camden.	Twelve..	Coach, 2 or more horses.	63 10 0	31 Dec. 1869.
3	John Grundy	Brownlow Hill..	Camden and Brownlow Hill....	Six.....	Horseback	21 0 0	31 Dec. 1870.
4	Daniel Carmody—(Transferred to Jas. Champion from 1st October, 1869.)	Picton	Picton Railway Station, and Post Office, Picton.	Two or three times daily.	do	30 0 0	31 Dec. 1869.
5	Jas. Herring	do	Picton and Oaks.....	Six.....	do	50 0 0	31 Dec.
6	P. Reilly	Oaks	Oaks and Burraborang	Three.....	do	30 0 0	31 Dec.
7	Wm. Anderson	West Bargo	Picton and West Bargo.....	do	do	14 19 0	31 Dec. 1870.
8	R. T. Hayles—(Transferred to W. Hayles from 1st July, 1869.)	Wollongong....	Railway Station, Campbelltown, and Post Office, Campbelltown, Appin, Woonona, and Wollongong.	Six.....	4-wheel vehicle, 2 or more horses.	475 0 0	31 Dec.
9	Jas. Thomson	Kiama	Wollongong, Dapto, Jamberoo, Kiama, and Numba.	do	Horseback and by vehicle.	440 0 0	31 Dec. 1871.
10	Christ. Murray	Numba	Numba, Terrara, and Nowra, <i>via</i> Green Hills.	do	Horseback	28 0 0	31 Dec. 1870.
11	Wm. Noakes	Cambewarra.....	Bolong and Cambewarra	Three.....	do	12 0 0	31 Dec. 1871.
12	Geo. Whiteford	Liverpool	Railway Station and Post Office, Liverpool.	Twelve or more.	do	19 0 0	31 Dec. 1869.
13	P. Walsh	Wandandian....	Nowra, Milton, and Ulladulla ..	Three.....	do	128 10 0	31 Dec.
14	Jas. Grey	Albion Park....	Albion Park and Shellharbour..	do	do	20 0 0	31 Dec. 1870.
15	Robert Anderson	Gerringong	Gerringong and Broughton's Creek.	do	do	40 0 0	31 Dec. 1869.
16	Jno. Hitchcock	Burrier	Nowra and Burrier.....	Two	do	25 0 0	31 Dec.
17	Jas. Clifford.....	Moss Vale	Berrima and Moss Vale Post Office and Railway Station.	Twelve..	do	60 0 0	31 Dec. 1871.
18	Jno. Wade	Mooroowoolen ..	Mooroowoolen and Murrumbah..	Three ..	do	50 0 0	31 Dec. 1869.
19	M. O'Keefe	Sutton Forest ..	Sutton Forest and Cross Roads..	Four	do	26 0 0	31 Dec.
*20	Cobb & Co.	Sydney	Picton and Yass	Six.....	4-wheel vehicle.	1,592 0 0	31 Dec.
21	Sheahan and Garry	Jugiong	Yass and Albury.....	do	2-horse coach.	3,600 0 0	31 Dec.
22	Thos. Viles	Nattai	Railway Station and Post Office, Nattai.	Three or oftener, daily.	On foot ..	19 0 0	31 Dec.
23	M. O'Keefe	Sutton Forest ..	Moss Vale and Sutton Forest ..	Seven ..	Horseback	26 0 0	31 Dec.
24	Wm. Johnston.....	Kangaloon	Sutton Forest, Burrawang, Wingecarribee, and Kangaloon.	Two	do	38 0 0	31 Dec.
25	Robt. Johnston	Wingecarribee..	Wingecarribee and M'Collom's..	do	do	13 0 0	31 Dec.
†26	Thos. Moran	Goulburn	Goulburn and Bungonia	Three } do .. } One .. }	do	70 0 0	31 Dec.
‡27	Jno. Wade	Marulan	Bungonia and Marulan	do .. }	do	21 0 0	31 Dec. 1870.
28	Robt. Harvey	Woodhouselee ..	Marulan and Long Reach.....	Two	do	21 0 0	31 Dec. 1871.
29	Robt. Stephenson	Woodhouselee ..	Goulburn, Laggan, and Tuena..	One	do	80 0 0	31 Dec. 1871.
30	Robt. Stephenson	Laggan.....	Laggan and Crookwell	do	do	13 0 0	31 Dec. 1869.
30	T. Moran	Goulburn	Goulburn, Wheeo, and Binda, <i>via</i> Mummell, Pomeroy, and Gullen	Two	do	125 0 0	31 Dec. 1870.
31	Jno. Nightingale.....	Tuena	Binda and Tuena	do	do	60 0 0	31 Dec. 1871.
32	M. M'Gill	Wheeo	Wheeo, Reid's Flat, and Cowra..	One	do	78 0 0	31 Dec. 1869.
33	G. W. M'Donald	Binda	Binda and Bigga.....	do	do	35 0 0	31 Dec. 1870.
34	A. E. M'Donald	do	Bigga and Reid's Flat	do	do	20 0 0	31 Dec.

*In consequence of the Railway extension to Goulburn, that portion of contract between Mooroowoolen and Goulburn cancelled from 8 June, 1869.

†The line from Goulburn to Bungonia discontinued, and Contractor to travel in lieu thereof an additional three times a week, between Bungonia and Marulan, from 16 June, 1869.

‡ See supplementary notice.

G—continued.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contract.
Names.	Addresses.					
35 Thos. Moran	Goulburn	Goulburn and Boro.	No. of times per week. Six	Vehicle, 2 or more horses.	£ s. d. 157 10 0	1870. 31 Dec.
Half the usual fare to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.						
36 Jas. Malone	Braidwood	Boro and Braidwood	do	do	237 10 0	31 Dec.
Half the usual fares to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.						
37 Patk. Cahill	do	Braidwood, Upper Araluen, Redbank, and Crown Flat, <i>via</i> Reidsdale and Bell's Creek.	Three	2-horse vehicle.	124 0 0	1869. 31 Dec.
38 Geo. Higginson	Moruya	Crown Flat, Lower Araluen, Mullenderre, and Moruya.	Two	Horseback	70 0 0	1870. 31 Dec.
39 Thomas Moran	Queanbeyan	Boro, Bungendore, Queanbeyan, and Cooma.	Three	1 or 2 horse vehicle.	484 0 0	31 Dec. 1869.
40 Thos. Gillon	Adaminaby	Cooma, Adaminaby, Russell's, and Kiandra.	One	Horseback	107 0 0	31 Dec. 1871.
41 Jno. Warke	Molonglo	Bungendore and Molonglo	Three	do	37 10 0	31 Dec. 1870.
42 W. G. O'Neill	Queanbeyan	Queanbeyan and Lanyon	do	do	64 0 0	31 Dec.
43 Jas. Walters	Cooma	Cooma and Buckley's Crossing-place, <i>via</i> Woolway & Jeizrick.	One	do	58 10 0	31 Dec. 1869.
44 Thos. Prior	Jeizrick	Jeizrick and Jindabyne	do	do	30 0 0	31 Dec.
45 Hy. Goodwin	Middle Flat, Monaroo.	Cooma and the junction of the Big Badger and Numeralla Rivers.	do	do	30 0 0	31 Dec.
46 Wm. Reed	Bombala	Cooma, Nimitybelle, and Bombala Cooma, Bobundarah, and Bombala, <i>via</i> Gunningrah and Bukalong.	Two One	do do	312 0 0	1870. 31 Dec.
47 Geo. Reed	do	Bombala and Delegate	Three	do	144 0 0	31 Dec. 1871.
48 Hy. Underhill	Bega	Bombala, Cathcart, Fambula, and Eden.	Two	do	30 0 0	31 Dec. 1869.
49 Patk. Cahill	Braidwood	Bega and Kameruka	do	do	52 0 0	31 Dec.
50 Jas. Ellis	Braidwood	Braidwood, Jembaicumbene, and Major's Creek, <i>via</i> Bell's Paddock Major's Creek, Ballalaba, and Fairfield.	Three	do	75 0 0	31 Dec. 1871.
51 Chas. Bindon	Major's Creek	Braidwood, Corang, Nerriga, and Shoalhaven.	Two	do	99 0 0	31 Dec.
52 M. Dowling	Terara	Braidwood and Monga. (Little or Mongarlo River.)	One	do	24 0 0	31 Dec.
53 J. A. O'Neill (cancelled)	Braidwood	Braidwood and Monga. (Little or Mongarlo River.)	Two	do	24 0 0	31 Dec.
Half-fares to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.						
54 Thos. Moran	Goulburn	Goulburn, Collector, Gundaroo, Gininderra, Canberra, and Queanbeyan.	Three	2 or more horse coach.	245 0 0	31 Dec.
55 Do.	do	Goulburn and Currawang	One	Horseback	33 6 8	1870. 31 Dec.
56 J. Wheatley	do	Goulburn, Tarlo, Myrtleville, and Taralga, <i>via</i> Chatsbury.	Two	do	63 0 0	31 Dec.
57 J. Wheatley	do	Goulburn, Tarlo, Myrtleville, and Taralga, <i>via</i> Chatsbury.	Two	do	63 0 0	31 Dec.
58 H. Minter & T. G. Murray	Burrowa	Gunning and Dalton	do	do	26 0 0	31 Dec.
(Transferred to T. G. Murray, from 1st October, 1869.)						
20s. to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.						
59 H. Minter & Thos. G. Murray	Burrowa	Yass and Burrowa, <i>via</i> Limestone and Lang's Creek.	Three	4 wheel vehicle, 1 or more horses.	175 0 0	31 Dec.
(Transferred to T. G. Murray, from 1st October, 1869.)						
15s. to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.						
60 H. Minter & Thos. G. Murray	do	Burrowa, Marengo, and Young	Two	do	125 0 0	31 Dec.
61 S. Williams	do	Burrowa, Marengo, and Young	Two	do	125 0 0	31 Dec.
62 Jas. Roberts	do	Burrowa, Marengo, and Young	Two	do	125 0 0	31 Dec.
63 Jas. Roberts	Yass	Burrowa and Reid's Flat, <i>via</i> Hovell's Creek and Phil's Creek.	One	Horseback	44 0 0	1869. 31 Dec.
64 Jas. Roberts	Yass	Yass, Binalong, Murrumburrah, Wombat, and Young, <i>via</i> Demondrille, Stony Creek, and Spring Creek.	Three	4-wheel conveyance.	150 0 0	31 Dec.
65 Thos. G. Murray	Burrowa	Young, Morangarell, and Marsden's.	One	Horseback	95 0 0	1871. 31 Dec.
(Transferred to S. J. Sparc, from 1st October, 1869.)						
66 John Dillon	Murrumburrah	Murrumburrah, Coramundra, Junce, and Wagga Wagga, <i>via</i> Berthungra and Conjugong.	Two	do	237 5 0	1869. 31 Dec.
(Transferred to P. J. M'Alister & W. J. Bowen, from 1st January, 1869.)						

* Contractor allowed £10 10s. per annum extra for travelling *via* Claremount, from 16 August, 1869.

G—continued.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contract.
Names.	Addresses.					
63 P. J. M'Alister & W. Jno. Bowen. 50s. to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.	Wagga Wagga..	Murrumburrah, Coramundra, Junec, and Wagga Wagga, via Berthingra and Conjunction.	One	4-wheel conveyance.	£ s. d. 125 0 0	1869. 31 Dec.
64 J. A. O'Neill—cancelled..	Goulburn	Yass and Gundaroo, via Murrumbidgee and by Yass River route.	Two	Horseback	35 0 0	1871. 31 Dec.
65 Rees Jones	Tacmas	Yass and Tacmas, via Warroo..	do	do	35 0 0	1869. 31 Dec.
66 Edward Potter	Wagga Wagga..	Tumut, Adelong, and Adelong Crossing-place.	Six	4-wheel vehicle.	248 0 0	1870. 31 Dec.
67 R. Hughes	West Blowing, Tumut.	Tumut and Kiandra	One	Horseback	90 0 0	1871. 31 Dec.
68 Donald M'Gruer	Brungle	Tumut and Brungle	Two	do	30 0 0	1869. 31 Dec.
69 James Gormley	Wagga Wagga..	Tarcutta and Wagga Wagga ..	Six	2-horse conveyance.	230 0 0	1870. 31 Dec.
70 R. Powell & T. Beveridge	do	Wagga Wagga, Urana, Jerelderie, Conargo, and Deniliquin, via Cononong.	Four	Horseback	1,195 0 0	1869. 31 Dec.
71 W. Smith	Deniliquin	Deniliquin, Moulamein, and Balranald, via Wakool and Moolpar.	Two	do	400 0 0	1870. 31 Dec.
72 John Halbish, junior	Wagga Wagga..	Wagga Wagga, Narandera, and Hay, via Angel's Station.	do	do	599 0 0	1870. 31 Dec.
73 Cobb & Co.	Sydney	Hay, Wanganella, and Deniliquin	Threc....	Coach, 2 or more horses.	1,000 0 0	1871. 31 Dec.
74 James Gormley	Wagga Wagga..	Hay, Maude, and Balranald, and Hay, Maude, Oxley, and Balranald.	One } do }	Horseback	460 0 0	1870. 31 Dec.
75 Wm. Smith	Deniliquin	Balranald and Swan Hill	Two	do	210 0 0	1871. 31 Dec.
76 M. Charters	Wentworth	Balranald, Euston, and Wentworth.	One	do	330 0 0	1871. 31 Dec.
77 M. Doohan	Wilcannia	Wentworth, Menindie, and Wilcannia.	do	do	495 0 0	1871. 31 Dec.
78 James Jelly	Tarcutta	Adelong, Upper Adelong, Tumbarumba, and Ten-mile Creek, with a branch post to and from Copabella, Gingillack, and Welaregang.	Two	do	275 0 0	1870. 31 Dec.
79 Geo. Davies	Ten-mile Creek..	Ten-mile Creek, Piney Range, and Urana.	One	do	80 0 0	1870. 31 Dec.
80 A. O. Boyle	Howlong	Albury, Howlong, Corowa, and Deniliquin.	Two	Buggy or coach, 2 or 4 horses.	317 0 0	1869. 31 Dec.
81 H. Howard	do	Howlong and Moorwatha	Twice ..	Horseback	29 10 0	1871. 31 Dec.
82 James Black	Corowa	Corowa and Wahgunyah	Six ....	.....	18 15 0	1869. 31 Dec.
83 Cobb & Co.	Sydney	Deniliquin, Moama, and Echuca.	do	Coach, 2 or more horses.	1,000 0 0	1871. 31 Dec.
84 G. Wright	Bateman's Bay..	Ulladulla and Bateman's Bay, via Nelligen.	One	Horseback	70 0 0	1869. 31 Dec.
85 Margt. Donovan	do	Bateman's Bay, Mullenderree, and Moruya. It is clearly understood that the Mails shall leave Bateman's Bay immediately after the arrival there of the steamer from Sydney, and shall leave Moruya in time to meet the steamer leaving Bateman's Bay for Sydney, the Contractor finding adequate means for both requirements.	do	do	39 0 0	1870. 31 Dec.
86 Jas. M'Gregor	Bega	Moruya and Bodalla	Twice ..	do	59 0 0	1870. 31 Dec.
87 Do.	Bodalla	Bodalla and Bega	Once	do	70 0 0	1871. 31 Dec.
88 W. H. Hopkins	Bega	Bega, Wolumla, Merimbula, Pambula, and Eden.	Twice ..	do	85 0 0	1870. 31 Dec.
89 W. Mackintosh	Moruya	Moruya and Kiora	do	do	15 0 0	1870. 31 Dec.
90 Jas. Macgregor	Bega	Bodalla and Nerrigundah	do	do	69 0 0	1869. 31 Dec.
91 Wm. Willecocks	Wagonga	Bodalla and Wagonga	One	do	38 0 0	1870. 31 Dec.

G—continued.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contract.
Names.	Addresses.					
92 W. H. Hopkins	Bega	Merimbula Wharf and Post Offices, Merimbula and Bega.	One	Horseback	£ 45 0 0	1871. 31 Dec.
93 Wm. Shea	Pambula	Merimbula Wharf and Post Offices, Merimbula, Pambula, and Eden.	do	do	25 0 0	31 Dec.
94 Edward Armfield	Braidwood	Nelligen and Braidwood, and Nelligen and Araluen.	do	do	130 0 0	1869. 31 Dec.
95 W. H. Hopkins	Bega	Kameruka and Nimitybelle	do	do	50 0 0	1871. 31 Dec.
NORTHERN ROADS.						
1 Chas. Fagan	Gosford	Sydney, Lane Cove, Hornsby, Gosford, and Kincumber.	Two	Horseback	212 0 0	1869. 31 Dec.
2 A. Miner	Stockton	Newcastle and Stockton	Six or more.	Boat	28 0 0	31 Dec.
3 Robert Downie—(Transferred to Jas. Downie, from 1st October, 1869.)	Newcastle	Newcastle Wharf, Post Office, and Railway Terminus.	Fourteen or more.	1-horse cart.	72 0 0	31 Dec.
4 Jno. Williams & B. Woods	Stroud	Raymond Terrace, Limeburner's Creek, and Stroud.	Four	2-horse coach.	125 0 0	1871. 31 Dec.
10s. to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.						
5 E. Young	do	Stroud, Langworthy's, Gloucester, and Tinonee.	Two	Horseback	180 0 0	31 Dec.
6 Colin Cowan	Monkerai	Langworthy's and Monkerai	One	do	9 0 0	1870. 31 Dec.
7 Geo. Ridgway	Stroud	Stroud and Myall River	Two	do	38 0 0	1869. 31 Dec.
8 Roger Lavers	Gloucester	Gloucester and Nowendoc	Once a fortnight	do	39 0 0	1870. 31 Dec.
9 J. Hemingway—(Transferred to Jas. Hemingway, from 1 April, 1869.)	Dingo Creek	Tinonee and Wingham	Two	do	26 0 0	1870. 31 Dec.
9½ Do.	do	Wingham and Dingo Creek	do	do	20 0 0	1869. 31 Dec.
10 Robert Andrews	Woodside	Wingham and Woodside, Upper Manning.	do	do	28 0 0	1871. 31 Dec.
11 Geo. Fitzpatrick	Redbank	Tinonee and Redbank	do	do	28 0 0	1871. 31 Dec.
12 Joseph Petric	Dumaresq Island	Tinonee, Taree, Cundletown, Ghinni Ghinni, and Croki.	do	do	35 0 0	1869. 31 Dec.
13 B. Saville & Thos. Steele	Lansdowne River.	Cundletown and Port Macquarie or Croki and Port Macquarie.	do	do	167 0 0	31 Dec.
14 Jas. M'Inchry	Port Macquarie.	Port Macquarie, Huntingdon, and the Junction of the Ellenborough and Hastings Rivers.	One	do	68 10 0	31 Dec.
15 W. H. Hampson	Kempsey	Port Macquarie, Rolland's Plains, and Kempsey, <i>via</i> Wilson River (Churchill's).	Two	do	98 0 0	1871. 31 Dec.
16 Jas. Warrall	Ennis	Port Macquarie, Ennis, and Hursley.	do	do	34 0 0	1869. 31 Dec.
17 Chris. Felton	Kempsey	Kempsey, Frederickton, Seven Oaks, Darkwater, and Summer Island.	do	do	35 10 6	1870. 31 Dec.
18 W. T. Dangar & P. M'Atter.	do	Frederickton and Dovedale, <i>via</i> Nambucca.	One	do	80 0 0	1869. 31 Dec.
19 H. Porter	do	Kempsey and Warneton	Two	do	21 0 0	1870. 31 Dec.
*20 Christ. Felton	do	Kempsey and Ebor, <i>via</i> Toorookoo and Nulla Nulla.	One	do	77 0 0	1870. 31 Dec.
21 Robt. Gordon	Tomago	Tomago and William Town	Two	do	36 0 0	1869. 31 Dec.
22 Jno. Smith	West Maitland	Railway Station, High-street, and Post Office, West Maitland.	Fourteen or more.	1-horse cart.	44 10 0	1870. 31 Dec.
23 Do.	do	Morpeth and Hinton	Seven	On horseback or by 2 or 4-horse coach.	38 0 0	31 Dec.
24 W. Wade	do	Hinton, Scambah, Clarence Town, Brookfield, Dungog, and Bandon Grove.	Three	Cart drawn by 2 or 4 horses.	125 0 0	1869. 31 Dec.
5s. 6d. to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.						
25 A. M'Donald	Underbank	Bandon Grove and Underbank	One	Horseback	12 0 0	31 Dec.
26 P. Higgins	Monkerai	Dungog and Monkerai	do	do	17 0 0	31 Dec.
27 Jno. Bellamy	East Maitland	East Maitland, Largs, and Paterson, with a branch mail from and to Largs and Woodville.	Seven	2-horse coach.	87 0 0	1870. 31 Dec.
4s. to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.						
28 J. F. Foster	Mount Vincent	East Maitland and Mount Vincent	Three	do	33 15 0	31 Dec.
29 Do.	do	Mount Vincent and Cooranbong	One	do	11 5 0	1869. 31 Dec.
30 R. Robinson	Gresford	Paterson, Vacy, and Gresford	Three	do	33 0 0	31 Dec.

* See supplementary notice.

G—continued.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contract.
Names.	Addresses.					
31 Hy. Jarrett	Eccleston	Gresford and Eccleston.....	No. of times per week. One	Horseback	£ s. d. 22 0 0	1871. 31 Dec.
32 Johanna Murrey	Gresford	Gresford and Lostock	Two	do	16 0 0	1869. 31 Dec.
33 Jno. Smith	West Maitland..	West Maitland, East Maitland, and Morpeth.	Seven ..	do., or by 1 or 2-horse cart.	80 0 0	1870. 31 Dec.
34 R. J. Fitzgerald ..	do	West Maitland, Bishop's Bridge, Millfield, Cessnock, and Wollombi, with branch post to and from Millfield and Ellalong.	Three ..	Horseback or 2 or 4-horse coach	118 0 0	1869. 31 Dec.
35 Geo. Beavan	Laguna.....	Wollombi and Laguna	do	Horseback	14 0 0	1871. 31 Dec.
36 D. H. McDonald	Branxton	Railway Station and Post Office, Branxton.	Fourteen or more.	do	40 0 0	1870. 31 Dec.
37 W. Gellatly	Lochinvar	Railway Station and Post Office, Lochinvar.	Thirteen or more.	1-horse vehicle.	50 0 0	1869. 31 Dec.
38 Wm. Taylor	Darlington	Railway Station and Post Office, Singleton.	Seven or oftener.	1-horse coach.	50 0 0	1870. 31 Dec.
39 Chas. Horne	Singleton	Singleton and Darlington.....	Six.....	Horseback	26 0 0	1871. 31 Dec.
40 Jas. Rowe	Fordwich	Singleton and Fordwich	Three ..	do	50 0 0	1870. 31 Dec.
41 Jno. Kennedy—(Transferred to Jas. O'Shea from 1st April, 1869.)	Singleton	Singleton and Jerry's Plains via Cockfighter's Creek, and in time of flood, via Thorley's.	do	do	55 0 0	1869. 31 Dec.
42 Do.	do	Singleton and Westbrook	Two	do	18 0 0	1870. 31 Dec.
43 Do.	do	Singleton and Scott's Flat	do	do	18 0 0	1870. 31 Dec.
*44 J. Gill	Moonbi.....	Railway Station, Singleton, and Post Office, Armidale. Tamworth, Manilla, Barraba, Bingera, and Warialda, via Barker's, North Bingera. Murrurundi and Gunnedah, via Quirindi and Breeza.	Six..... Two	4-wheel vehicle. do., or on horseback.	4,996 0 0	1871. 31 Dec.
45 Wm. Braggett	Cassilis.....	Muswellbrook, Denman, Merriwa, and Cassilis. (Contractor will be required to provide boat at Denman.)	Three ..	4-horse coach.	399 15 0	1871. 31 Dec.
46 T. H. M'Gee	Breeza	Breeza and Pine Ridge	Two	Horseback	62 0 0	1869. 31 Dec.
47 Wm. Pinkerton	Scone	Scone and Moonan Brook.....	One	do	33 10 0	1870. 31 Dec.
48 P. Morrissy.....	do	Scone, Thornthwaite, and Merriwa, via Wabong and Hill's Creek.	do	do	49 0 0	1870. 31 Dec.
49 Ed. Williams	Murrurundi	Murrurundi, Yarraman, and Oakcy Creek.	do	do	88 0 0	1870. 31 Dec.
50 Jno. M'Cubbin	Denison Town..	Cassilis, Turce, and Coolah	do	do	33 0 0	1869. 31 Dec.
51 G. Montgomery	Coonabarabran..	Coolah and Coonabarabran	do	do	72 0 0	1870. 31 Dec.
52 D. Cockburn—(Transferred to Julia Cockburn, from 7 September, 1869.)	do	Coonabarabran and Gulligal, via Melville Plains.	do	do	75 0 0	1871. 31 Dec.
53 John M'Cubbin	Denison Town..	Denison Town and Cobbora.....	Two	do	60 0 0	1870. 31 Dec.
54 Do.	do	Cassilis and Denison Town, via Tongua and Uabry.	One	do	60 0 0	1869. 31 Dec.
55 Do.	do	do	do	do	96 0 0	1870. 31 Dec.
56 A. McClelland	Nundle	Goonoo Goonoo, Bowling Alley Point, Nundle, and Hanging Rock.	Three ..	do	95 0 0	1870. 31 Dec.
57 R. Cross	Currabubula ..	Goonoo Goonoo and Currabubula.	One	do	12 0 0	1871. 31 Dec.
58 John Graham	Bowling Alley Point.	Bowling Alley Point and Dunganowan.	do	do	25 0 0	1870. 31 Dec.
59 Rd. Watson	Rocky River ..	Uralla and Rocky River	Three ..	do	25 0 0	1869. 31 Dec.
60 C. Edwards, junr.	Bendemeer	Bendemeer and Walcha.....	Two	do	79 0 0	1871. 31 Dec.
61 Jas. King	Armidale	Bendemeer, Bundarra, and Inverell.	One	do	135 0 0	1870. 31 Dec.
62 W. M. Stevenson and Jas. Braham.	do	Armidale and Bundarra	do	do	70 0 0	1870. 31 Dec.
63 Do.	do	Armidale and Walcha	do	do	60 0 0	1869. 31 Dec.
64 Jas. King	do	Armidale and Inverell, via Eversleigh, Ollera, Moredon, Paradise Creek, and Newstead.	Two	do	290 0 0	1869. 31 Dec.

* In consequence of the Railway extension to Muswellbrook, that portion of contract between Singleton and Muswellbrook discontinued from 19 May, 1869

G—continued.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contract.	
Names.	Addresses.						
65	W. H. Brown	Ashford	Inverell and Ashford, <i>via</i> Byron and Buckalla.	One	Horseback	£ s. d. 68 0 0	1870. 31 Dec.
66	R. J. Nowland	Gunnedah	Gunnedah, Gulligal, Narrabri, Wee Waa, and Walgett.	Two	Coach and horseback	480 0 0	31 Dec.
67	Wm. Smith	Pilliga	Coonamble, Baradine, and Pilliga.	One	Horseback	79 0 0	1869. 31 Dec.
68	Mrs. Catherine Hume	Gunnedah	Gunnedah and Coolah	do	do	80 0 0	1871. 31 Dec.
69	Hy. Searle	Moree	Barraba and Moree, <i>via</i> Taroola, Mount Lindsay, Currangandi, Ullebarella, Eulourie, Palla, Derra, Banghet, Ginerol, Gravesend, Binnigi, and Baldwin's.	do	do	150 0 0	31 Dec.
70	D. Pinkerton	Cobbedah	Cobbedah and Moree, <i>via</i> Crawley's Station, Currangandi, Ullebarella, Eulourie, Rocky Creek, Terri-hi-hi, and Ticanna.	do	do	127 0 0	1870. 31 Dec.
71	D. Cormic	Pilliga	Walgett, Baradine, and Coonabarabran, <i>via</i> Kienby, by the Castlereagh River to its junction with the Barwin.	do	do	306 0 0	31 Dec.
72	D. M. Jones	Walgett	Walgett and Mungendie, <i>via</i> Collarenebri and Barrington.	do	do	191 0 0	1869. 31 Dec.
73	Wm. Howlett and D. M. Jones.	Bourke	Walgett, Brewarrina, and Bourke, <i>via</i> Moorabie.	Two	do	526 10 0	1870. 31 Dec.
74	Jno. Williams	Walgett	Walgett and Tate's Station, Culgoa River, <i>via</i> "Gideon's Inn," Forrester's, on the Barwin and Narran River, and Thorold's, on Bokhara River	One	do	208 0 0	31 Dec.
75	Wm. Gordon	Gunnedah	Warialda, Moree, and Narrabri...	do	do	140 0 0	1869. 31 Dec.
76	Do	do	Moree and Kunopia	do	do	110 0 0	31 Dec.
77	W. M. M'Kenzie	Goondawindi	Kunopia and Goondawindi	do	do	44 0 0	31 Dec.
78	Jas. Bowman	Warialda	Moree and Yarrawa, <i>via</i> Crocker's Station, Mihi River	do	do	140 0 0	31 Dec.
79	Catherine Hume	Gunnedah	Tamworth, Carroll, and Gunnedah.	Two	do	140 0 0	31 Dec.
80	Jas. Bowman	Warialda	Yarrawa and Mungindie	One	do	50 0 0	31 Dec.
81	Thos. M'Gee	do	Warialda and Goondiwindi, <i>via</i> Gournama.	do	do	180 0 0	1870. 31 Dec.
82	Geo. Burton	Grafton	Armidale and Grafton	do	do	200 0 0	31 Dec.
83	John Brown	Casino	Grafton and Casino	do	do	70 0 0	31 Dec.
84	W. Drury	do	Lawrence and Casino	do	2-horse buggy	100 0 0	31 Dec.
85	T. Borton	do	Casino, Lismore, and Richmond River Heads.	do	Horseback	76 0 0	1871. 31 Dec.
86	Wm. Drury	do	Casino, Codrington, and Woodburn.	do	do	56 0 0	1870. 31 Dec.
87	John O'Kelly	do	Tabulam and Tooloom	do	do	100 0 0	1871. 31 Dec.
88	Jno. Boyd	do	Casino and Kynmumboon	Once a fortnight	do	90 0 0	1870. 31 Dec.
89	Wm. Drury	do	Casino and Tabulam, <i>via</i> Wooroolgin, Dyraba, and Sandiland.	One	do	60 0 0	1870. 31 Dec.
90	S. Davison	Tenterfield	Grafton, Tabulam, Tableland, Timbarra, and Tenterfield, calling at Etonswill, Smith's Flat, Gordon Brook, and Yulgilbar, (in time of flood to travel by the surveyed road).	Two	do	280 0 0	1871. 31 Dec.
91	Gabriel Wardrop	Armidale	Armidale, Falconer, and Glen Innes, <i>via</i> Ben Lomond Station, with branch line from Armidale to Puddledock.	do	Coach licensed to carry 3 passengers.	550 0 0	1869. 31 Dec.
92	Thos. Pillar	Tenterfield	Glen Innes, Dundee, and Tenterfield.	do	Horseback	250 0 0	1870. 31 Dec.
93	E. M. Wright	do	Tenterfield and Ashford, <i>via</i> the south side of the Severn and Clifton Stations.	One	do	120 0 0	1869. 31 Dec.
94	Wm. Stevenson and J. Braham.	Armidale	Glen Innes and Grafton, <i>via</i> Hook's River, Broad Meadows, Newton Boyd, and the Big Hill.	do	do	190 0 0	31 Dec.
95	M. Curry	do	Tenterfield and Maryland, <i>via</i> Boonoo Boonoo and Undercliff.	Two	do	100 0 0	1870. 31 Dec.
96	G. R. Miller	Inverell	Glen Innes and Wellingrove	do	do	35 0 0	31 Dec.
97	Wm. Stevenson and James Braham.	Armidale	Wellingrove and Inverell, <i>via</i> King's Plains.	One	do	140 0 0	31 Dec.
			Wellingrove and Inverell, <i>via</i> Waterloo.	do			

* Contractor allowed £10 per annum extra for travelling *via* Mellaly's, from 1st July, 1869.† Contractor allowed £20 per annum extra for travelling *via* Currawillinghi, from 1st October, 1869.

G—continued.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contract.
Names.	Addresses.					
98 G. R. Miller	Inverell	Inverell and Warialda, via Bannockburn, Reedy Creek, and Gragin.	One	Horseback	£ s. d. 75 0 0	1870. 31 Dec.
99 J. Cunningham	Casino	Casino and Brisbane	do ..	do	180 0 0	1869. 31 Dec.
SUBURBAN LINES.						
1 Jas. Holland	185, Elizabeth-street.	General Post Office and Watson's Bay, via St. Mark's and Waverley.	Six	Vehicle .. 1 horse.	90 0 0	31 Dec.
2 Thos. Colley	Botany	General Post Office, Waterloo and Botany.	Twelve ..	Omnibus, 2 or more horses.	70 0 0	31 Dec.
3 W. H. Ireland	Enfield	General Post Office and Bankstown, via Camperdown, Petersham, Ashfield, Enfield, and Bark Huts.	Six	Coach drawn by not less than 2 horses, or on horseback.	100 0 0	31 Dec.
4 Charlotte J. Fairbairn ..	Marrickville ..	Newtown and Marrickville ..	do	On foot ..	15 0 0	31 Dec.
5 Wm. Favell—(Transferred to W. Lock from 1st August, 1869.)	Cook's River ..	General Post Office, St. Peter's, and Cook's River.	Twelve ..	Coach drawn by 3 horses.	55 0 0	31 Dec.
		St. Peter's Gannon's Forest, and Kogarah.	Three ..	Horseback		
6 Jno. Walsh	Randwick ..	General Post Office and Randwick.	Twelve ..	Coach drawn by 3 horses.	50 0 0	31 Dec.
7 E. M'Namara	108, Dowling-st., Woolloomooloo	General Post Office and Moore's Wharf, and General Post Office and Circular Quay.	On arrival and despatch of English Mails.	Vehicles ..	30 0 0	31 Dec.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 1st February, 1869.

Contractor.		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of Termination of Contract.
Name.	Address.					
*20 Jno. Willis	Sodwalls	WESTERN ROAD. Rydal and Sodwalls	No. of times per week. Six	Horseback.	£ s. d. 67 0 0	1869. 31 Dec.

* In lieu of Contract No. 20, Western Road, in general list.

PARTICULARS of Contracts entered into for the Conveyance of Post Office Mails, from the 1st February, 1869.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contract.
Names.	Addresses.					
100 Wm. Drury	Casino	NORTHERN ROAD. Codrington and Wyrallah	No. of times per week. One	Horseback.	£ s. d. 20 0 0	1871. 31 Dec.
96 Edwd. Armfield	Braidwood	SOUTHERN ROAD. Braidwood, Upper Araluen, Araluen, and Crown Flat, via Reidsdale and Bell's Creek.	Three ..	Two or 4-horse coach.	75 0 0	31 Dec.
71 Jas. Robertson	Icely	WESTERN ROAD. Guyong and Icely	do	Horseback.	80 0 0	1869. 31 Dec.

G—continued.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 1st February, 1869.

Contractor.		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of Termination of Contract.
Name.	Address.					
97 Levi Ison—Cancelled ..	Mullenderree ..	SOUTHERN ROAD. Crown Flat, Lower Araluen, Mullenderree, and Moruya.	No. of times per week. Four	Horseback.	£ s. d. 180 0 0	1870. 31 Dec.

PARTICULARS of Contracts entered into for the Conveyance of Post Office Mails, from the 15th February, 1869.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contract.
Names.	Addresses.					
98 Cobb & Co.—Cancelled..	Sydney	SOUTHERN ROAD. Moorooloolen and Goulburn ..	No. of times per week. Six.....	Coach ..	£ s. d. 60 0 0	1 month's notice. 1871.
*38 Nicholas Flynn	Sofala	WESTERN ROAD. Sofala and Tambaroora.....	Twice ..	Horseback.	95 0 0	31 Dec.
†39 Jno. Bryson	Louisa Creek ..	Tambaroora and Louisa Creek..	Once	do	35 0 0	31 Dec.

* In lieu of No. 38, Western Road, in general list.
† Do. No. 39, do. do.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 1st March, 1869.

Contractor.		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of Termination of Contract.
Name.	Address.					
99 Jno. Vardy, jun.	Ten-mile Creek..	SOUTHERN ROAD. Ten-mile Creek and Pincy Range.	No. of times per week. Once ...	Horseback.	£ s. d. 39 0 0	1871. 31 Dec.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 1st April, 1869.

Contractor.		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of Termination of Contract.
Name.	Address.					
*64 Wm. Forbes.....	Bywong, Gundaroo.	SOUTHERN ROAD. Yass and Gundaroo, <i>via</i> Mundayoonan, and by Yass River route (as travelled up to 31st December last).	No. of times per week. Twice ..	Horseback.	£ s. d. 65 10 0	1870. 31 Dec.

* In lieu of Contract No. 64, Southern Road, in general list.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 16th April, 1869.

Contractor.		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of Termination of Contract.
Name.	Address.					
*23 W. Robbins	Guntawang	WESTERN ROAD. Guntawang and Two-mile Flat..	No. of times per week. Twice ..	Horseback.	£ s. d. 46 0 0	1871. 31 Dec.

* In lieu of Contract No. 23, Western Road, in general list.

G—continued.

PARTICULARS of Contracts entered into for the Conveyance of Post Office Mails, from the 1st May, 1869.

Contractors'		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of Termination of Contract.
Names.	Addresses.					
100 Thos. Cummings	Cobbitty	SOUTHERN ROAD. Narellan and Cobbitty	No. of times per week. Six	Horseback.	£ s. d. 41 0 0	1869. 31 Dec.
*101 Jas. D. Caines.....	Pyree	Pyree and Numba or Nowra ..	Three ..	Do. ..	18 0 0	31 Dec.

* Contractor to travel between Pyree and Numba only six times a week, from 1st December, 1869.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 1st May, 1869.

Contractor.		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of Termination of Contract.
Name.	Address.					
*53 Thos. Moran	Goulburn	SOUTHERN ROAD. Goulburn, Collector, Gundaroo, Gininderra, Canberra, and Qucanbeyan.	No. of times per week. Three ..	Coach, 2 or more horses.	£ s. d. 274 0 0	1871. 31 Dec.

* In lieu of Contract No. 53, Southern Road, in general list.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 19th May, 1869.

Contractor.		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of Termination of Contract.
Name.	Address.					
103 Wm. Taylor	Darlington	NORTHERN ROAD. Railway Station and Post Office, Singleton.	No. of times per week. Seven ..	One-horse coach.	£ s. d. 10 0 0	1 month's notice.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 27th May, 1869.

Contractor.		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of Termination of Contract.
Name.	Address.					
102 Joseph Pallier	Marulan	SOUTHERN ROAD. Moorooloolen and Marulan....	No. of times per week. Six.....	Horseback	£ s. d. 19 0 0	1871. 31st Dec.

PARTICULARS of Contracts entered into for the Conveyance of Post Office Mails, from the 1st July, 1869.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of Termination of Contract.
Names.	Addresses.					
72 Jas. Cripps	Eglinton	WESTERN ROAD. Bathurst and Eglinton (to travel <i>via</i> Kelso in time of floods).	No. of times per week. Two	One-horse cart.	£ s. d. 21 0 0	1869. 31 Dec.
101 Thos. Clark	Oban.....	NORTHERN ROAD. Falconer and Oban.....	One	Horseback	25 0 0	1871. 31 Dec.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 1st July, 1869.

Contractor.		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of Termination of Contract.
Name.	Address.					
102 John Hawke	Camberwell	NORTHERN ROAD. Railway Station and Post Office, Camberwell.	No. of times per week. Three ..	Horseback	£ s. d. 30 0 0	1870. 31 Dec.

G—continued.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 1st July, 1869.

Contractor.		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of Termination of Contract.
Name.	Address.					
73 Jas. M'Cullough.....	Coonamble	WESTERN ROAD. Gilgumbone and Merri Merri (Contractor to travel along the Merri Merri Creek).	No. of times per week. One	Horseback	£ s. d. 87 0 0	1871. 31 Dec.

PARTICULARS of Contracts entered into for the Conveyance of Post Office Mails, from the 1st August, 1869.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of Termination of Contract.
Names.	Addresses.					
74 W. G. Cochrane.....	Hill End	WESTERN ROAD. Tambaroora and Hill End	No. of times per week. Two ...	Horseback, or on foot.	£ s. d. 25 0 0	1871. 31 Dec.
104 John Boyd	Casino	NORTHERN ROAD. Casino and Kynumboon	Once a fortnight. One ...	Horseback	65 0 0	31 Dec.
105 M. Maher	Goondawindi ..	Warialda and Goondawindi, via Oragon, Gunyerwaraldi, Yalaroi, Tooloona, Mungie Creek, and Coppernaren- billen.	One ...	do.	123 11 11	31 Dec.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 23rd August, 1869.

Contractor.		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Amount payable to Contractor for the period.	Date of Termination of Contract.
Name.	Address.					
*65 Thos. Feeny	Murga	WESTERN ROAD. Molong and Obley	No. of times per week. Two	Horseback	£ s. d. 25 0 0	1869. 31st Dec.

* In lieu of Contract No. 65, Western Road, in general list.

PARTICULARS of Contracts entered into for the Conveyance of Post Office Mails, from the 15th September, 1869.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of Termination of Contract.
Names.	Addresses.					
75 James Mansfield	Caloola	WESTERN ROAD. Long Swamp and Trunkey Creek	No. of times per week. Two	Horseback	£ s. d. 25 0 0	1870. 31st Dec.
103 Geo. H. Stevens.....	Narrandera ...	SOUTHERN ROAD. Narrandera and Coramundra, via Merool Creek and Comans. (Contractor to travel alternately by the two routes, viz.—To and from Cora- mundra and Narrandera, via Dacey's, O'Brien's, Coman's, Mimosa, Wal- laruby, Cowarby, Boree (Flood's), and Medium; and to and from Cora- mundra and Narrandera, via Dacey's, O'Brien's, Coman's, Timora, Quandry, Welman's Station, Ramsay's and Johnson's Station, Boleru, and Me- dium.)	Two	Horseback	295 0 0	1871. 31st Dec.
106 Jas. O'Neill.....	Cooranbong ...	NORTHERN ROAD. Mount Vincent and Cooranbong	One	Horseback	19 10 0	1870. 31st Dec.

G—continued.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 1st October, 1869.

Contractor.		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of Termination of Contract.
Name.	Address.					
107 Alex. McClelland	Nundle	NORTHERN ROAD. Dungowan and Tamworth, <i>via</i> Nemingha Flat. (Contractor to travel along the Peel River.)	No. of times per week. One	Horseback	£ s. d. 55 0 0	1870. 31 Dec.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 1st October, 1869.

Contractor.		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Amount payable to Contractor for the period.	Date of Termination of Contract.
Name.	Address.					
108 Jno. Campbell	Coolah	NORTHERN ROAD. Cassilis, Turee, and Coolah	No. of times per week. One	Horseback	£ s. d. 9 10 0	1869. 31 Dec.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 11th October, 1869.

Contractor.		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of Termination of Contract.
Name.	Address.					
*20 Chris. Felten	Kempsey	NORTHERN ROAD. Kempsey and Armidale, <i>via</i> Ebor, Toorookoo, and Nulla Nulla.	No. of times per week. One	Horseback	£ s. d. 127 0 0	1870. 31 Dec.

* New arrangement in lieu of No. 20, Northern Road, in general list.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 25th October, 1869.

Contractor.		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of Termination of Contract.
Name.	Address.					
76 Thos. Gallivan	Hartley	WESTERN ROAD. Railway Station, One-tree Hill, and Post Offices, One-tree Hill, Little Hartley, and Hartley.	No. of times per week. Six	Horseback	£ s. d. 64 15 2	1870. 31 Dec.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 27th October, 1869.

Contractor.		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of Termination of Contract.
Name.	Address.					
78 Wm. T. Corderoy, junr..	Bowenfells	WESTERN ROAD. Post Offices, Lithgow and Bowen- fells.	No. of times per week. Six	Horseback	£ s. d. 86 3 0	1870. 31 Dec.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 1st November, 1869.

Contractor.		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of Termination of Contract.
Name.	Address.					
*27 Jno. Wade	Marulan	SOUTHERN ROAD. Marulan and Big Hill, <i>via</i> Long Reach.	No. of times per week. Two	Horseback	£ s. d. 75 0 0	1869. 31 Dec.

* New arrangement, in lieu of No. 27, Southern Road, in general list.

G—continued.

PARTICULARS of Contracts entered into for the Conveyance of Post Office Mails, from the 1st November, 1869.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of Termination of Contract.
Names.	Addresses.					
77 John Knight	Tonabar, Coonabarabran.	WESTERN ROAD. Mundooran and Coonabarabran, via Bundalla, Yarragren, Kerbin, Keewang, and Tonabar.	No. of times per week. One	Horseback	£ s. d. 40 0 0	1871. 31 Dec.
104 Jas. Armstrong	Bungonia	SOUTHERN ROAD. Bungonia and Jacqua (Spring Creek.)	One	do	29 0 0	1870. 31 Dec.
*97 Wm. Lynch	Mullenderree ..	Crown Flat, Lower Araluen, Mullenderree, and Moruya.	Four	do	188 11 5	31 Dec.

* In lieu of Contract No. 97, Southern Road.

H.

REPORT ON THE MONEY ORDER OFFICE.

(31ST DECEMBER, 1869.)

Money Order Office,
Sydney, 1 June, 1870.

Sir,

I have the honor to furnish my Report upon the Money Order Department for the year 1869.

2. The following tabular statement will show the increase in the business of the department under my charge during the year 1869:—

Year.	Number of Offices on 31st December.	Number of Orders issued during the Year.	Amount.	Number of Orders paid during the Year.	Amount.
1868	158	56,492	£ s. d. 247,488 19 10	50,437	£ s. d. 222,570 11 8
1869	164	66,062	288,476 1 9	59,129	263,297 18 2
Increase for 1869..	6	9,570	40,987 1 11	8,692	40,727 6 6

3. Although only six additional offices were established during the past year, the increase in the amount of Money Orders issued and paid amounted to £81,714 8s. 5d., as shown by the foregoing table.

4. From the large addition to the Revenue of the Department which has invariably resulted from every extension of the Money Order System, I shall recommend the establishment of additional agencies whenever desirable opportunities occur.

5. The new agencies established in 1869 were at the following places:—Broughton Creek, Cargo, Dovedale, Gladesville, Lismore, and Milton.

6. The usual statistical tables are annexed, from which the transactions will be seen in detail.

7. The Revenue and Expenditure of the Money Order Department during the same period is shown by the following return:—

Revenue.		Expenditure.	
Commission for issuing orders	£ s. d. 2,863 19 0	Salaries	£ s. d. 1,695 6 8
Commission on duplicates, &c., &c.	18 10 0	Extra clerical	26 0 0
Interest from Bank of New South Wales	165 14 4	Postmasters' commission	633 4 6
		Intercolonial and United Kingdom (balance) commission	242 7 1
		Travelling expenses.....	19 8 3
		Incidental	7 17 7
		Balance of revenue over expenditure	423 19 3
	£ 3,048 3 4		£ 3,048 3 4

I have the honor to be,

Sir,

Your most obedient servant,

F. W. HILL.

No. 1.

COMPARATIVE RETURN, showing the number and amount of Money Orders issued, with the amount of Commission thereon, and the number and amount of Money Orders paid, in New South Wales, each year, since the commencement of the system, to 31st December, 1869.

Year.	Number of Offices.	Orders Issued.			Orders Paid.	
		Number.	Amount.	Commission.	Number.	Amount.
1863	18	11,473	£ 53,861 14 4	£ 614 19 6	8,425	£ 40,871 19 9
1864	68	21,912	105,899 13 10	1,203 12 6	16,683	84,139 3 2
1865	73	28,469	130,716 12 0	1,439 1 0	23,556	112,367 0 0
1866	113	41,968	196,071 5 4	2,055 13 0	35,398	168,241 13 4
1867	120	60,846	240,062 1 8	2,656 11 0	53,619	210,321 4 1
1868	158	56,492	247,458 19 10	2,526 9 6	50,437	222,570 11 8
1869	164	66,062	238,476 1 9	2,863 19 0	59,129	263,297 18 2

No. 2.

RETURN, showing the Number and Amount of Money Orders issued, and the Number and Amount of Money Orders paid, at each Office in New South Wales, during the Year 1869.

Name of Office.	Orders Issued.		Orders Paid.		Name of Office.	Orders Issued.		Orders Paid.	
	Number.	Amount.	Number.	Amount.		Number.	Amount.	Number.	Amount.
		£ s. d.		£ s. d.		£ s. d.		£ s. d.	
Aberdeen	185	962 1 7	29	178 14 1	Grenfell	992	4,146 7 1	163	623 16 6
Adaminaby	153	419 9 8	18	81 5 8	Gulligal	43	150 10 0	5	23 18 0
Adelong	505	1,882 11 7	77	325 16 3	Gundagai	896	3,242 12 3	195	703 0 9
Albury	408	1,244 19 7	261	1,287 0 8	Gundaroo	132	416 5 1	44	243 17 2
Appin	61	175 18 8	25	125 11 3	Gunnedah	332	1,587 5 9	62	220 15 0
Araluen	1,103	4,242 15 0	126	523 14 1	Gunning	159	658 1 9	72	329 7 7
Armidale	657	2,501 3 1	305	1,183 8 7	Hartley	229	1,015 3 1	83	346 13 5
Ashfield	47	136 4 4	31	98 7 6	Hay	290	1,724 11 11	62	263 10 3
Ashford	52	159 15 9	2	9 10 0	Hexham	40	105 7 0	182	666 15 7
Ballina	139	495 18 11	21	139 7 3	Hunter's Hill	10	32 12 5	6	21 6 6
Balmain	181	667 8 11	105	386 11 4	Inverell	438	1,801 19 5	77	401 19 3
Bahranald	138	656 14 4	12	82 7 0	Iconbarks	84	418 4 4	51	269 9 1
Barraba	73	293 15 11	2	11 15 0	Jamberoo	23	79 8 5	23	57 19 4
Bathurst	1,798	7,114 19 10	1,244	6,011 15 9	Jerry's Plains	33	128 10 2	20	117 4 1
Bega	290	1,197 15 1	93	536 7 9	Kelso	19	94 17 6	16	89 15 0
Bendemeer	121	618 17 5	29	176 2 3	Kempsey	226	734 13 2	81	439 15 3
Berrima	271	913 9 8	163	813 17 11	Kiama	601	2,357 17 4	167	524 13 3
Binalong	77	337 19 5	9	48 6 9	Kiandra	286	1,332 19 10	18	93 10 5
Bingera	73	287 11 4	15	57 14 6	Lismore	47	109 14 11	8	48 7 10
Blayney	61	267 7 3	11	49 9 4	Lithgow	201	938 12 7	18	85 13 5
Bodalla	84	450 11 8	11	42 7 0	Little Hartley	208	955 8 1	53	292 7 6
Bombala	980	6,565 3 0	70	237 16 10	Liverpool	154	680 2 2	158	586 19 4
Bourke	301	1,531 5 3	15	69 13 2	Lochinvar	55	215 3 5	159	831 13 9
Bowenfels	183	974 5 2	47	241 14 11	Louisa Creek	106	456 7 9	6	34 15 9
Braidwood	980	3,794 4 4	406	1,873 4 4	Marulan	141	569 19 9	67	347 19 7
Branxton	128	438 0 6	94	520 5 4	Merimbula	216	891 15 6	43	204 19 8
Breeza	40	103 4 1	7	15 0 8	Merriwa	345	1,232 19 4	46	229 19 6
Broughton Creek	44	115 13 11	7	22 10 6	Milton	25	78 5 0	4	14 16 7
Bundarra	111	426 2 6	11	54 0 6	Mimmi	87	320 3 7	13	38 4 6
Bungendore	83	277 17 2	20	97 12 6	Moama	111	414 8 4	24	118 4 1
Burrowa	415	1,605 17 0	77	323 8 1	Molong	400	2,003 16 9	44	260 14 9
Burwood	9	23 10 0	40	159 2 1	Moorooloolen	241	1,098 4 11	56	331 7 10
Camden	211	628 6 8	198	865 4 4	Morpeth	277	958 5 9	258	1,129 15 11
Campbelltown	209	815 11 5	136	572 11 5	Moruya	1,958	14,323 11 5	150	729 5 9
Camperdown	19	50 9 8	29	115 3 4	Moss Vale	160	606 17 7	68	275 0 4
Cannonbar	65	354 3 7	5	34 8 4	Mudgee	1,289	4,943 17 1	431	1,866 9 6
Carcoar	306	1,040 4 1	72	297 8 9	Murrumburrah	149	689 18 8	31	152 8 5
Cargo	106	532 3 5	27	112 19 0	Murrumbundi	256	691 8 5	157	900 9 1
Castles	501	3,132 3 7	24	91 12 9	Muswellbrook	1,194	4,950 11 5	396	1,579 10 3
Casino	775	3,336 3 5	55	384 6 6	Narrabri	410	2,083 12 2	96	488 10 6
Clarence Town	110	354 2 7	41	177 9 4	Nattai	357	1,277 6 2	279	1,114 2 5
Cooma	840	3,619 18 0	179	710 15 11	Nelligen	425	2,678 12 2	28	139 18 1
Coonabarabran	307	1,697 4 1	15	59 17 7	Nerrigundah	196	1,343 12 9	22	85 14 0
Coonamble	299	1,204 4 10	30	199 12 4	Newcastle	1,946	7,452 14 5	780	2,947 12 4
Cowra	346	1,606 16 5	49	239 2 11	Newtown	331	831 8 3	227	851 15 6
Cundletown	35	104 6 10	16	61 12 10	Nimitybelle	269	1,455 15 4	12	40 7 6
Dapto	32	140 3 3	7	14 14 5	Nowra	115	274 12 7	11	35 10 0
Deniliquin	98	250 5 0	9	38 16 0	Numba	143	685 3 3	63	239 5 10
Denman	158	605 9 7	96	334 5 3	Nundle	619	4,191 18 8	57	294 11 1
Dovedale	66	192 6 9	2	14 14 0	Orange	835	3,127 2 4	337	1,605 5 1
Dubbo	430	1,649 1 6	135	624 14 5	Paddington	65	191 14 10	88	379 16 5
Dungog	227	1,024 2 10	66	230 0 8	Parramatta	349	1,326 2 9	851	3,882 16 0
East Maitland	369	1,221 13 1	288	1,127 12 5	Paterson	110	520 2 11	37	171 18 4
Eden	235	1,131 2 3	52	180 9 2	Penrith	323	915 15 6	268	1,216 0 5
Enu	42	197 13 1	17	72 17 6	Pictou	228	916 12 6	130	578 2 10
Fish River Creek	106	416 5 10	9	48 6 3	Port Macquarie	567	2,977 16 4	96	512 13 2
Forbes	459	1,463 7 2	182	739 7 1	Queanbeyan	776	3,755 19 9	152	644 16 11
Gladesville	17	58 1 4	1	3 9 6	Raymond Ter-				
Glebe	83	298 4 4	27	74 4 0	race	195	564 3 10	171	709 13 6
Glen Innes	245	672 2 7	56	238 14 9	Redfern	89	253 3 8	50	147 0 6
Gosford	191	932 10 5	24	114 2 0	Richmond	152	593 12 1	107	357 17 9
Goulburn	2,213	8,523 1 5	1,165	4,964 6 8	Rockley	167	622 7 5	19	95 1 8
Grafton	819	3,096 19 6	224	974 18 3	Rydal	520	3,179 11 2	43	200 11 3

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No. 2—continued.

Name of Office.	Orders Issued.		Orders Paid.		Name of Office.	Orders Issued.		Orders Paid.	
	Number.	Amount.	Number.	Amount.		Number.	Amount.	Number.	Amount.
Ryde	16	£ 30 0 2	13	£ 52 0 0	Wallgett	70	£ 402 9 3	10	£ 60 15 0
Rylstone	67	198 4 2	15	75 12 6	Wallsend	344	1,426 3 9	25	74 12 5
Scone	661	3,501 1 11	119	651 17 7	Waratah	350	1,214 2 2	35	125 17 6
Singleton	898	2,691 7 11	767	3,816 13 11	Warialda	110	545 2 4	15	76 19 1
Sofala	376	1,647 4 1	115	503 1 4	Waterloo	99	308 15 2	49	215 14 6
Stroud	257	1,344 13 4	24	119 11 6	Wee Waa	330	2,166 16 6	6	30 9 11
Tambaroora	539	3,447 0 6	66	429 15 0	Wellingrove	72	422 11 8	6	22 4 7
Tamworth	891	3,409 5 3	429	1,987 8 4	Wellington	329	1,701 1 4	92	467 5 9
Tarcutta	54	209 6 6	4	13 10 0	Wentworth	171	905 4 11	11	47 7 0
Tarce	151	632 8 0	47	224 6 3	West Maitland	972	3,451 14 8	1,899	8,704 14 4
Ten-mile Creek	126	578 19 5	5	32 0 0	Wilcannia	41	181 9 8	12	85 5 6
Tenterfield	316	1,693 19 7	52	253 0 0	Windeyer	129	822 11 1	16	69 9 9
Terrara	258	869 5 9	34	157 8 9	Windsor	442	1,594 16 8	272	1,294 14 4
Tumut	732	3,134 18 10	133	548 0 1	Wollombi	294	1,132 11 4	48	221 11 5
Ulladulla	91	298 8 10	62	282 4 8	Wollongong	576	1,843 4 2	333	1,213 8 5
Ulmara	103	546 15 6	9	41 2 2	Woonona	105	314 7 7	20	75 7 0
Uralla	950	7,153 3 11	49	209 8 1	Yass	594	1,975 9 2	341	1,605 15 2
Urana	139	461 14 0	17	48 11 11	Young	878	3,434 4 7	377	1,794 12 5
Wagga Wagga	965	4,230 12 1	261	1,023 17 7	Sydney	11,111	46,305 4 1	39,251	174,709 19 0
Walcha	185	774 11 8	47	303 18 1					
					Totals ..	66,062	238,476 1 9	69,129	263,297 18 2

No. 3.

RETURN, showing the various places where the Money Orders issued in New South Wales, during the year 1869, were made payable.

Where Payable.	Number.	Amount.
In England	5,154	£ 19,608 3 9
Ireland	2,435	10,393 13 11
Scotland	1,014	4,244 0 0
New Zealand	264	1,396 8 3
Queensland	1,064	4,145 10 9
South Australia	262	946 12 1
Tasmania	269	1,265 13 5
Victoria	2,305	8,957 5 8
Western Australia	12	84 16 2
New South Wales	53,280	237,433 12 9
Total	66,062	284,476 1 9

No. 4.

RETURN, showing the various places where the Money Orders paid in New South Wales, during the year 1869, were issued.

Where Issued.	Number.	Amount.
In England	940	£ 3,749 16 6
Ireland	66	246 16 10
Scotland	36	127 15 9
New Zealand	923	4,698 7 8
Queensland	2,056	9,516 17 0
South Australia	177	697 18 3
Tasmania	194	728 5 5
Victoria	1,654	6,324 7 1
Western Australia	31	174 1 7
New South Wales	53,062	237,033 12 1
Total	59,129	263,497 18 2

I.

Report of the Superintendent of Telegraphs on the progress of Electric Telegraphs in New South Wales to 31st December, 1869.

Sir,

I have the honor, since the date of my last Report, for the year 1868, to state that the following Telegraph extensions have been made, viz. :-

	£	s.	d.
From Kiandra to Cooma, 60 miles—Cost of construction	1,718	1	4
„ Armidale to Port Macquarie, 125 miles	5,172	15	0
„ Araluen to Moruya, 26½ miles	2,405	0	10
„ *Newcastle to Waratah Colliery, 5 miles	54	18	6
„ Parramatta to Wiseman's Ferry, 35¼ miles	1,304	8	4

Those now in course of construction are as follows, viz. :-

Kiama to Jervis Bay; Grafton to Clarence River Heads; Eden to Gabo Island; Picton to Goulburn; Castle Hill to Barranjuan; Penrith to Bathurst.

New Stations have been opened on the dates mentioned, as follows, viz. :-

At Rydal, on 12th April; Bowenfells, 23rd December; * Narrabri, 8th June; * Gunnedah, 7th June; Port Macquarie, 6th August; Nelson's Bay, 22nd October; and Marulan, 5th January.

* Guaranteed lines and stations marked thus *

The following statement will show the number of Messages sent from, and amount of business done at, each Station during the past year.

	Messages.	Amount.			Messages.	Amount.	
		£	s. d.			£	s. d.
Sydney	43,224	13,418	11 10	Grenfell	1,420	335	14 8
Redfern	999	177	17 11	Sofala	372	69	7 3
Parramatta	1,088	118	15 7	Tambaroora	528	107	13 0
Liverpool	263	30	5 3	Mudgee	1,741	428	15 2
Campbelltown	298	42	4 7	Cassillis	318	88	4 11
Wollongong	652	104	9 3	Merriva	587	112	7 5
Kiama	443	91	7 11	Wellington	552	123	3 0
Picton	286	34	11 9	Dubbo	1,023	225	1 0
Nattai	510	68	0 3	Richmond	587	69	13 0
Berrima	289	35	1 5	Windsor	556	76	4 1
Goulburn	2,692	531	14 6	Wollombi	117	21	1 2
Braidwood	1,654	321	14 10	Maitland	4,051	869	3 5
Queanbeyan	566	121	3 0	East Maitland	763	141	19 10
Araluen	1,102	125	6 3	Morpeth	828	114	10 6
Cooma	1,042	332	4 6	Raymond Terrace	311	40	10 0
Bombala	1,197	325	4 7	Bowenfells	13	1	11 3
Moruya	376	88	17 10	Port Stephens	49	0	8 8
Eden	646	144	14 2	Bega	830	180	0 11
Yass	1,282	248	15 9	Newcastle	6,516	1,561	9 5
Burrowa	685	143	13 1	Singleton	1,611	278	17 3
Gundagai	947	220	18 8	Moswellbrook	1,771	272	4 1
Kyamba	93	22	3 7	Scone	394	56	10 9
Albury	15,602	505	1 2	Murrurundi	895	182	14 6
Adelong	562	119	7 10	Tamworth	1,182	289	7 6
Tumut	891	171	8 0	Merimbula	470	76	12 4
Kiandra	235	61	13 10	Denman	552	90	10 7
Wagga Wagga	2,841	875	1 6	Mount Victoria	1,213	167	14 10
Urana	370	99	7 6	Narrabri	480	122	4 0
Rydal	170	31	17 0	Gunnedah	374	85	7 0
Deniliquin	2,194	709	15 1	Port Macquarie	306	77	18 2
Hay	1,380	444	3 0	Bendemeer	196	37	6 4
Moama	507	111	2 6	Armidale	1,922	500	9 0
Moulamein	248	55	8 0	Glen Innes	807	170	14 11
Balranald	503	122	15 0	Inverell	733	176	10 8
Euston	310	70	3 0	Pentridge	2,963	250	9 10
Wentworth	4,091	359	2 4	Grafton	2,115	544	11 6
South Head	399	15	9 0	Nelson's Bay	8	0	15 6
Penrith	691	92	1 4	Uralla	358	58	2 11
Hartley	191	35	8 0	Marulan	627	102	7 8
Bathurst	3,198	628	13 4	Wiseman's Ferry	142	13	17 11
Orange	1,120	268	1 11				
Forbes	1,114	277	5 7				
Young	1,193	226	19 5				
				Total	145,370	30,150	7 6

REVENUE and Expenditure.

	£	s.	d.
Revenue from 83 stations	30,150	7	6
Intercolonial balances	1,559	15	4
Guaranteed lines	1,064	13	1
	£32,774	15	11
Expenditure during 1869	28,128	12	0
Net profit	£4,646	3	0

The total length of line at present erected is 5,053 miles.
Cost of construction, £189,145 Os. 11d.

I have the honor to be,

Sir,

Your most obedient servant,

E. C. CRACKNELL,

Superintendent of Telegraphs.

The Secretary,
General Post Office.

1870-71.

NEW SOUTH WALES.

POST OFFICE.

SIXTEENTH ANNUAL REPORT,

BEING THAT FOR THE YEAR

1870,

TO WHICH ARE APPENDED THE REPORTS FROM THE OTHER DEPARTMENTS
UNDER THE CONTROL OF THE POSTMASTER GENERAL.

Presented to both Houses of Parliament, by Command.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1871.

THE POSTMASTER GENERAL to HIS EXCELLENCY THE GOVERNOR,

TRANSMITTING THE

SIXTEENTH ANNUAL REPORT ON THE POST OFFICE DEPARTMENT, BEING THAT FOR THE YEAR 1870.

General Post Office,
Sydney, 16th May, 1871.

My Lord,

I have the honor to transmit, for the information of your Excellency, the Sixteenth Annual Report on the Post Office Department, being that for the year 1870.

INLAND SERVICE.

Year.	Extent of Postal Routes on 31st December.	Number of Miles travelled.	Cost of Conveyance of Mails.	Average Cost per Mile.	Number of Post Offices.
	Miles.		£ s. d.	d.	
1869.....	13,238	2,879,659	50,158 17 8	4½	521
1870.....	14,242	3,062,458	48,648 11 10	3½	562
Increase	1,004	182,799	.....	.....	41
Decrease .....	.....	.....	1,510 5 10	½d.	.....

In the Appendix will be found returns shewing the length of new lines during 1870 to be 1,136 miles, and the length of postal lines abolished during the same period to be 132 miles,—the actual increase in the postal route in the year 1870, as compared with that of the year 1869, being 1,004 miles, as shewn in the above return. A statement of the increased communication on existing lines will be found in the Appendix. Appendices A & B.
Appendix C.

The extent of postal lines by horse, stage, and rail may be stated as follows:—

Horse	10,038
Stage	3,865
Rail	339
Total.....	<u>14,242 miles.</u>

The extension of the railway to Rydal in the west and to Aberdeen in the north, during the year 1870, caused an increase in the railway mileage; and the conveyance of the mails the extra distance by train enabled the department to effect some acceleration in the transit of correspondence to and from these districts.

While alluding to the conveyance of mails by railway, I may mention that during the year 1870 special mail-vans were introduced on the southern line of railway; these vans have been fitted up expressly for the more efficient performance of this portion of the postal service. They contain drop-boxes for the reception of letters at the various stations at which the train may stop, which letters are sorted by the guard who accompanies the mails, and is specially charged with the transaction of the postal business.

At the present time, on the western, and to some extent also on the northern, line, the conveyance of mails by railway is not so satisfactory as it should be, owing to the insufficient appliances provided; but measures are being taken to secure for the mail transit on these lines the same advantages which are at present in force upon the southern line. When the whole of the vans required are completed it is intended to devise some plan which will secure to the public all the advantages of a travelling post office.

It will be seen from the return of postal lines established that some lengthy postal routes were opened up during 1870. Amongst these may be enumerated the lines between Wilcannia and Hoodville, 200 miles; Cannonbar and Brewarrina, 117 miles; Menindee and Mount Gipps, 85 miles; Wagga Wagga and Albury, 88 miles; Bowna and Welaregang, 72 miles; Braidwood and Queanbeyan, 50 miles; Casino

Casino and Unumgar, 50 miles ; Clarence River Heads and Ballina, 57 miles ; and Brewarrina and Brenda, 100 miles. It is a matter for congratulation that, although the actual extent of additional route opened in the year 1870 was 1,004 miles, the total cost of the conveyance of the inland mails throughout the Colony during that year shows a reduction of £1,510 5s. 10d., as compared with the cost of the inland mail conveyance in the year 1869.

The number of post offices established during the year 1870 was 46, the number re-established, 1, and the number discontinued, 6,—making an actual increase of 41 in the number of post offices in the Colony, as is shown in the above tabular return.

Appendix D.

A list of post offices on the 31st December, 1870, will be found in the Appendix.

It may not be uninteresting here to mention that, for the convenience of the persons who visited the Intercolonial Exhibition, which was opened at the Prince Alfred Park on the 30th August, 1870, a temporary post office was established in the vicinity of the Exhibition Building. This branch office was kept open daily (except Sundays) from 9 A.M. to 5 P.M., and an officer attached to the head office was in attendance to deliver letters, sell postage stamps, and afford information to the public.

The letter-box at this branch office was cleared daily (except Sundays) at 6.15 A.M., at noon, and at 3 P.M. ; and during the time it was open (viz., from 30th August to 30th September, about one month) the—

Number of letters posted at branch post office was	1,245
Number of letters delivered to persons at the branch post office...	663
Total	<u>1,908</u>

Postage stamps to the value of £3 4s. 4d. were disposed of.

The building in which the branch post office was established was also connected by electric telegraph with the head office in Sydney, and no less than 183 messages were transmitted from the Exhibition Building to various parts of the Colony, returning a revenue of £25 1s. 8d.

During the year 1870 there were no less than 131 changes of postmasters. I may here remark, that changes of postmasters militate against the efficiency of the service to a larger extent than may be imagined by persons unacquainted with postal routine. It has been found that it is only by experience gained through length of service that all the details of postal duties are acquired even by persons possessing more than average ability ; and therefore the oftener a change of postmaster takes place the less efficiency is displayed in the transaction of postal business affected by such changes. It not unfrequently happens at some places that postmasters are changed every two or three months, and the consequence is, that the department has no sooner instructed one person in the proper performance of his duties than the same ground has to be gone over again in reference to his successor.

I dwell at this length on this matter for the reason that to some extent this difficulty might be removed by a proper selection in the first instance by the residents (who generally nominate, and whose recommendation is for the most part adopted) of an eligible person who would at the same time regard the office of postmaster as a permanent appointment, and not (as is in experience found to be the case) to give their recommendation in favour of a person who may be the most popular and perhaps the most eligible but the least likely to hold the office for any length of time. It is impossible for the head office, at its great distance from most of the country post offices, to exercise any check upon this matter, but I feel sure the residents themselves, on their attention being directed to the difficulties which attend the existing practice, will see the necessity for not overlooking the likelihood of permanency as a qualification of the person they may in future recommend for the office of postmaster.

The offices in various parts of the Colony, at which, on the 31st December, 1870, the postal duties were combined with those of the electric telegraph or railway, were as follows, viz. :—

POSTAL AND TELEGRAPHIC DUTIES COMBINED AT

Adelong	Euston	Muswellbrook
Araluen	Forbes	Mudgee
Armidale	Glen Innes	Moruya
Balranald	Grafton	Merimbula
Bega	Grenfell	One-trec Hill
Bendemeer	Gundagai	Orange
Braidwood	Hay	Parramatta
Burrowa	Inverell	Port Macquarie
Campbelltown	Kiandra	Queanbeyan
Cassilis	Kiama	Richmond
Cooma	Liverpool	Rydal
Deniliquin	Merriwa	Raymond Terrace
Dubbo	Moorooloolen	Rocky Mouth
Denman	Morpeth	Scone
East Maitland	Moulamein	Singleton
Eden	Murrurundi	Sofala

Tambaroora

Tambarooma	Urana	West Kempsey
Tamut	Uralla	Wollombi
Tamworth	Wagga Wagga	Windsor
Tenterfield	Wentworth	Young
Terrara	Wollongong	

POSTAL AND RAILWAY DUTIES COMBINED AT

Ashfield	Haslem's Creek	Norwood
Burwood	Lithgow	Seven Hills
Bowral	Menangle	Waratah
Blacktown	Nattai	

In my report on the progress of the Post Office Department during the year 1865, I alluded to certain advantages which would be likely to accrue from the formation of postal districts throughout the Colony, each to be governed, to a certain extent, by an official postmaster, who would inspect the various smaller offices in his district. The carrying out of this proposal would doubtless be more expensive than the present system, but I am convinced that its operation would be found more generally beneficial than the scheme of amalgamation of several distinct and widely different duties, which was somewhat extensively carried out during the year 1870. No doubt the combination of several duties at small townships has been attended with success as regards the performance of the duties, as well as by effecting a saving of the public expenditure; but in my opinion this combination of duties should in future be restricted to the smaller townships where there is no possibility of the separate duties clashing in emergency, arising from the necessity of a prompt performance of both duties at the same moment, while the assistance provided is only adequate to the discharge of each of the combined duties at distinct periods of time.

Three additional iron letter-receivers were erected during 1870, viz.,—two at Mudgee and one at Tamworth. On the 31st December, 1870, the number of iron letter-receivers erected in the Colony was sixty, and the number of newspaper-receivers eight.

Thirty-nine licenses for the sale of postage stamps were granted during 1870, and seventy-one were cancelled.

A return of the licensed vendors of postage stamps (exclusive of postmasters) on the 31st December, 1870, will be found in the Appendix, showing the number of such persons to be 196, viz.,—113 in Sydney and 83 in various other parts of the Colony. Appendix E.

The cause of so large a number of these licenses having been cancelled is this: That hitherto, year by year, the list of vendors has received considerable additions to its number, while in consequence of those vendors who had ceased to sell stamps having omitted to intimate this fact to the head office their names were not erased from the list; but steps were taken during the year 1870 to ascertain which of these vendors had discontinued the sale of stamps, and the result was that the abovementioned number of licenses were withdrawn.

The residents at Woollahra and Tamworth were afforded the advantages of a delivery by letter-carrier during the past year, and further facilities of this nature were also provided for the residents of Newcastle and Parramatta by the appointment during 1870 of an additional letter-carrier at each of these places.

The number of letter-carriers employed on the 31st December last was 54, these being distributed in various parts of the Colony as follows, viz. :—

Sydney and suburbs	...	...	...	...	...	...	37
Armidale	...	...	...	...	...	...	1
Bathurst	...	...	...	...	...	...	1
East Maitland	...	...	...	...	...	...	1
Goulburn	...	...	...	...	...	...	1
Grafton	...	...	...	...	...	...	1
Morpeth	...	...	...	...	...	...	1
Mudgee	...	...	...	...	...	...	1
Newcastle	...	...	...	...	...	...	3
Parramatta	...	...	...	...	...	...	2
Singleton	...	...	...	...	...	...	1
Tamworth	...	...	...	...	...	...	1
West Maitland	...	...	...	...	...	...	2
Windsor	...	...	...	...	...	...	1

The number of persons employed in connection with the Postal Department during 1870, exclusive of mail contractors, may be stated as follows, viz. :—

Postmaster General	1
Secretary	1
Accountant	1
Superintendent, Mail Branch	1
Chief Clerk of Post Office	1
Cashier	1
Clerks	37
Postal Inspectors	2
Mail Guards	6
Stampers, letter-carriers, &c.	76
Country postmasters	562
Assistant postmaster	1
Total	690

The fee chargeable on letters posted within fifteen minutes after the hour fixed for closing the inland and intercolonial mails was reduced on the 15th December, 1870, from 6d. to 3d.

During the year 1870 postal inspection was extended to ninety-three post offices, viz. :—

Appin	Dungog	Muswellbrook
Ashfield	Dubbo	Morpeth
Armidale	East Maitland	Morangaroo
Apple-tree Flat	Emu Ferry	Mudgee
Avisford	Emu	Merrondee
Albion Park	Gap Range	Molong
Bandon Grove	Goulburn	Nattai
Bowral	Gundaroo	Newcastle
Bungonia	Gundagai	One-tree Hill
Burrowa	Glen Alice	Orange
Bathurst	Guntawang	Penrith
Bowenfels	Grafton	Queanbeyan
Barragon	Gongolgan	Rylstone
Burrendong	Hartley	Rydal
Black Rock	Ironbarks	Seaham
Ballina	Ilford	Singleton
Bourke	Jercelderie	Two-mile Flat
Campbelltown	Junea	Terrara
Canberra	Kiama	Tamworth
Clarence Town	Liverpool	Urana
Collector	Little Hartley	Wagga Wagga
Conargo	Lithgow	Windellama
Cullen Bullen	Louisa Creek	West Maitland
Cudgegong	Long Creek	Windeyer
Cobbora	Lawrence	Wellington
Casino	Lismore	Wallsend
Clarence River Heads	Marulan	Woodburn
Coraki	Moama	Wardell
Codrington	Moorooloolen	Wyrallah
Cannonbar	Moss Vale	Warren
Deniliquin	Murrurundi	Yass

The Postal Inspectors during 1870 travelled over 8,630 miles of postal route.

FOREIGN SERVICE.

The following is a return of the specified and actual days of arrival and departure of the contract steamers of the Peninsular and Oriental Steam Navigation Company during the year 1870, showing the number of days taken in the passage from and to London *via* Suez and Brindisi, *via* Suez and Marseilles, and *via* Suez and Southampton :—

Arrival at Sydney.					Departure from Sydney.						
Name of Vessel.	Specified date.	Actual date.	Actual number of days.			Name of Vessel.	Specified date.	Actual date.	Actual number of days.		
			<i>Via</i> Brindisi.	<i>Via</i> Mar-seilles.	<i>Via</i> South-ampton.				<i>Via</i> Brindisi.	<i>Via</i> Mar-seilles.	<i>Via</i> South-ampton.
Avoca	23 Jan.....	23 Jan.....	50	51	57	Malta	1 Jan.....	1 Jan.....	48	50	55
Malta	20 Feb.....	19 Feb.....	49	50	56	Geelong	29 Jan.....	29 Jan.....	50	51	57
Geelong	20 Mar.....	19 Mar.....	49	49	56	Avoca	26 Feb.....	26 Feb.....	49	50	55
Avoca	17 April	16 April	49	50	56	Malta	26 Mar.....	26 Mar.....	48	49	54
Malta	15 May.....	14 May.....	49	50	56	Geelong	21 April	21 April	51	52	57
Geelong	12 June	8 June	46	47	53	Avoca	19 May.....	19 May.....	50	51	56
Malta	10 July	9 July	49	50	56	Malta	16 June	16 June	63	65	71
Avoca	7 Aug.....	8 Aug.....	51	52	58	Geelong	14 July.....	14 July.....	50	51	57
Geelong	4 Sept.....	1 Sept.....	47	48	54	Malta	11 Aug.....	11 Aug.....	51	52	59
Malta	2 Oct.....	28 Sept.....	46	47	53	Avoca	8 Sept.....	8 Sept.....	52	...	59
Avoca	30 Oct.....	29 Oct.....	49	50	56	Geelong	8 Oct.....	8 Oct.....	49	...	55
Geelong	27 Nov.....	25 Nov.....	48	49	55	Malta	4 Nov.....	4 Nov.....	51	...	56
						Avoca	2 Dec.....	2 Dec.....	51	...	58
Rangoon	25 Dec.....	23 Dec.....	49	No mail	55	Geelong	31 Dec.....	31 Dec.....	49	...	56

It will be seen that the contract of the Peninsular and Oriental Steam Navigation Company during the year 1870 was satisfactorily performed, having in the case of the inward mail arrived at Sydney before the stipulated time on every occasion, except one, viz., in January, when the steam packet reached Sydney on the contract day.

The only remark in reference to the homeward mail, which appears necessary, is in explanation of the delay which occurred in the mail despatched from Sydney on the 16th of June, per "Malta," which occupied no less than 71 days in its passage *viâ* Southampton, 65 days *viâ* Marscilles, and 63 days *viâ* Brindisi. This delay was owing to the break-down of the steamship "Malta," and the consequent transfer of the mails to the "Avoca" at King George's Sound, which latter vessel did not reach Point de Galle in time to catch the homeward Indian mail.

In the Appendix is given a return showing the apportionment of the subsidy paid for the mail service *viâ* Suez during the years 1866, 1867, 1868, 1869, and 1870, which affords some useful information in reference to the cost of mail conveyance by contract packet. Appendix F.

In consequence of the difficulties which attended the transmission of mails through France *viâ* Marscilles, occasioned by the Franco-Prussian war, the Imperial postal authorities completed arrangements for the conveyance of mails to the United Kingdom by way of Brindisi, the Brønner, Prussia, and Belgium. These arrangements commenced with the mails despatched from London on the 21st October, and with those for London, which reached Alexandria on the 23rd October, 1870.

The working of the Brindisi route, as regards expedition in the transit of mails, has justified all expectations of its value, and no doubt when it can be used at less expense the bulk of Australian correspondence will be forwarded by this route.

The following return shows the dates of arrival at and departure from Sydney, of the steamers of the Californian, New Zealand, and Australian line of Mail-steamers, and the number of days occupied in the transit of the mails to and from London *viâ* San Francisco.

Arrival at Sydney.			Departure from Sydney.		
Name of Vessel.	Date.	Number of days from London.	Name of Vessel.	Date.	Number of days to London.
Wonga Wonga	21 July	61	Wonga Wonga	26 March	59
City of Melbourne.....	25 August	65	City of Melbourne.....	27 April	61
Wonga Wonga	20 September	61	Wonga Wonga	28 May	58
City of Melbourne.....	24 October	65	City of Melbourne.....	30 June.....	55
Wonga Wonga	17 November	58	Wonga Wonga	30 July	59
City of Melbourne.....	23 December	62	City of Melbourne.....	1 September	54
			Wonga Wonga	30 September	59
			City of Melbourne.....	31 October	57
			Wonga Wonga	30 November	Receipt of Mail not acknowledged
			City of Melbourne.....	31 December .....		58

As I have in a minute upon the Ocean Postal Service with Europe, dated the 31st January, 1871 (called forth by the approaching termination of the agreement with New Zealand for the subsidising the Californian route), which has already been laid before Parliament, at some length dwelt upon the advantages and disadvantages of the route *viâ* San Francisco as compared with other postal routes, I shall not enter further into the subject in this Report.

During the year 1870 arrangements were made between the Governments of Victoria, South Australia, Tasmania, Western Australia, New Zealand, and this Colony, to reduce the intercolonial rate of postage on letters conveyed by sea between any of these Colonies from 6d. to 3d. per half-ounce, and it was also arranged between South Australia, Victoria, and this Colony, that letters passing across the border of either of these three Colonies into the adjoining one would be chargeable with the inland rate only, viz., 2d. per half-ounce.

The Queensland Government was not able during 1870 to agree to similar reductions of postage; but I am glad to state that it has since been enabled to join the other Colonies in carrying into effect this important matter.

REVENUE AND EXPENDITURE.

The following return shows the revenue of the Post Office Department, collected during the year 1870, compared with the revenue of 1869:—

Year.	Sale of Stamps.	Fees for Private Boxes.	Postage on Unpaid Letters, &c.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1869	83,720 14 11	219 5 6	3,715 1 4	87,655 1 9
1870	80,763 10 11	196 7 0	3,480 17 11	84,440 15 10
Increase .....	.....	.....	.....	.....
Decrease	2,957 4 0	22 18 6	234 3 5	3,214 5 11

The expenditure of the department during 1870, compared with the year 1869, may be stated as follows:—

Year.	Salaries.	Contingencies.	Conveyance of Mails.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1869	33,141 8 0	2,914 8 11	54,692 3 11	90,748 0 10
1870	31,108 14 5	2,503 11 8	53,109 9 8	86,721 15 9
Increase .....	.....	.....	.....	.....
Decrease	2,032 13 7	410 17 3	1,582 14 3	4,026 5 1

The item conveyance of mails may be particularized as follows:—

Mail conveyance by horse and stage	£44,900 15 7
Do. rail	3,747 16 3
Do. steam and sailing vessels... ..	3,656 7 7
Do. to and from railway stations, and portorage	684 10 3
Gratuities for sorting Hunter River and other mails	120 0 0
Total... ..	£53,109 9 8

The amount voted for mail conveyance during 1870 was £56,020, irrespective of the subsidy paid to the Peninsular and Oriental Steam Navigation Company towards the English mail contract, which is not included in the above returns.

In 1870 there were 314 distinct mail contracts, of which eighteen were transferred at the request of the original contractors, and eight were cancelled during the year.

Appendix G.

Particulars of contracts entered into for the conveyance of inland mails are given in the Appendix.

It is a matter of regret that the revenue collected during 1870 shows a decrease as compared with that of the year 1869, which can only be accounted for by the reduction of the intercolonial postage rate, which was brought into operation in the year 1870, and by the general depression which has been felt in commercial circles, owing mainly to the almost unprecedented bad season through which the Colony passed during last year. It is, however, gratifying to find that, with this decrease of revenue, a larger decrease of expenditure was effected in the year 1870; for while the revenue shows a diminution of £3,214, the expenditure of the department (notwithstanding the largely extended facilities provided in 1870, which I have before alluded to) has been lessened by the sum of £4,026.

It will be seen by the above return, showing the expenditure of the department, that an effort was made in the year 1870 to lessen the amount paid for salaries, which resulted in a saving of upwards of £2,000.

In order to meet still further the necessity for retrenchment in the public expenditure, certain reductions were made in the salaries placed upon the Estimates for 1871.

Although, upon comparison with the salaries paid to the officials in various other departments of the Government, those apportioned to employes in the Post Office (especially in the higher grades) will be found to be considerably below the average, while the work exacted is considerably in excess of that required in other offices; yet as the scheme of reduction was a general measure, it was found impossible, on this occasion, to adopt that discrimination in awarding remuneration to labour and responsibility which is desirable, and in fact both just and necessary for the efficiency of the department.

A searching examination into the requirements of the Public Service, to ascertain what duties should be required from every individual official,—what qualifications for the performance of these duties should be considered as essential to appointment,—and what amount of salary should be apportioned as a fair remuneration for the faithful discharge of such services, is a subject which will be imperatively forced upon the Government, and will demand the most serious consideration of the heads of departments.

LETTERS, NEWSPAPERS, AND PARCELS, POSTED THROUGHOUT THE COLONY.

	1869.	1870.
LETTERS.		
Posted for town delivery	521,433	523,800
„ country delivery	5,554,950	5,451,500
„ foreign despatch	543,841	564,500
Total number of letters posted	6,620,224	6,544,800
NEWSPAPERS.		
Posted for country delivery	2,481,321	2,603,100
„ foreign despatch	465,671	538,700
	2,946,992	3,146,800
PARCELS, &c.		
Posted for country delivery	123,573	121,000
„ foreign despatch	15,994	17,500
	139,567	138,500

The following return shows the number of letters, &c., despatched and received by the Peninsular and Oriental Steam Navigation Company's steamships between Sydney and Galle, and by the steamships conveying mails between Sydney and San Francisco:—

Period.	Route.	Despatched.						Received.					
		* Intercolonial.			† Foreign.			* Intercolonial.			† Foreign.		
		Letters.	Packets.	News-papers.	Letters.	Packets.	News-papers.	Letters.	Packets.	News-papers.	Letters.	Packets.	News-papers.
1870. 12 months	Via Suez	6,580	460	8,170	214,840	4,000	251,250	8,210	310	4,890	234,440	11,730	519,810
1870. 25 March to 31 Dec.	Via California ...	7,400	.....	3,200	90,700	.....	9,360	3,600	280	2,200	7,600	260	4,240

* The term "Intercolonial" applies to Australian and New Zealand correspondence.

† The term "Foreign" in this return applies to all correspondence other than that for the Australian Colonies and New Zealand.

DEAD LETTER BRANCH.

Year.	Number of letters returned to writers as unclaimed.					Number of registered letters returned as unclaimed.	Number of registered, but containing articles of value returned as unclaimed.	Letters received from and returned to the following places, as being unclaimed.				Number of letters returned as unstamped.
	Originally addressed to places within the Colony.	Originally addressed to the neighbouring Colonies.	Originally addressed to the United Kingdom.	Originally addressed to other places not mentioned in the preceding columns.	Total.			Neighbouring Colonies.	United Kingdom.	Other places not mentioned in preceding columns.	Total.	
1869 ...	38,672	4,272	1,474	140	44,558	521	295	4,161	4,542	320	9,023	13,782
1870 ...	39,170	3,515	1,920	109	44,714	531	280	4,113	4,010	187	8,310	15,500
Increase	498	.....	446	.....	156	10	.....	.....	.....	.....	.....	1,718
Decrease	.....	757	.....	31	.....	.....	15	48	532	133	713	.....

REGISTRATION BRANCH.

Year.	Number of Registered Letters which passed through the General Post Office.	Number of ounces of Gold which passed through the General Post Office.
1869.....	110,409	1,100½
1870.....	102,915	1,851½
Increase .....	.....	751½
Decrease	7,494	.....

I may here mention that the postage on gold transmitted through the post was reduced on the 27th August, 1870, to 4d. per ounce.

NUMBER OF MAILS RECEIVED AND DESPATCHED.

The following return shows the number of Mails received at and despatched from the General Post Office during the years 1869 and 1870:—

Year.	Received.		Despatched.		Total number of Mails which passed through the Office.
	Inland.	Foreign.	Inland.	Foreign.	
1869.....	47,845	5,015	48,892	4,110	105,862
1870.....	48,982	4,535	52,277	3,800	109,594

MISCELLANEOUS.

I regret to state that no less than four or five instances occurred during the past year (an unprecedented number) in which postmasters have failed to account for registered letters which had come into their charge, but in each of these cases the department has been able by means of the registration system to fix the responsibility upon the proper officer, and so to require him to make good the value of the enclosures, although the Post Office is by law exempt from liability for the loss of any letter. In one case a sum of £30 was paid by a postmaster to meet the loss of a registered letter; in a second case a sum of £10 was paid; in another instance a sum of £5; and in a fourth case £2 was made good by the postmaster to whom the missing registered letter was traced.

Notwithstanding the advice frequently given to the contrary, many persons are constantly sending money and other valuable enclosures through the post in unregistered letters.

Considering the small amount which is levied for the registration of letters, it appears extraordinary that any individual should prefer to risk any valuable enclosure by the omission of so obvious a precaution. The temptation to theft is largely increased in the case of a letter unregistered, and it should therefore be the desire of every person who posts a letter to reduce as much as possible this temptation, by adopting the preventive means afforded by the department.

Complaints as to missing unregistered letters are frequently made, and receive the most careful investigation. As a rule, where a letter has failed to reach its destination, the persons interested at once blame the postal department, and in many instances are so positive in their statements of their own infallibility, that when they have afterwards been informed that the irregularity has arisen through some laches of their own, they have displayed great astonishment. As an instance of this kind, I may mention that two persons—one residing at Sydney, the other at Bathurst—called at the General Post Office, and made a representation that the one in Sydney posted a letter, unregistered, containing £50 in Bank notes, addressed to the other, George-street, Bathurst, which was stated not to have reached its destination. The sender most positively and emphatically denied the possibility of his having erroneously addressed the letter, and gave reasons which seemed conclusive for his being so positive about the matter, yet the letter with its contents intact was discovered misdirected to George-street, Sydney.

A Chinaman on one occasion picked up in the bush three unopened letters, addressed to various parts of the Colony, which had no doubt been given to some one to post, but which had been dropped on the road. Instances have been reported of letters picked up outside the General Post Office, which had evidently been dropped by the persons to whom they had been delivered.

At West Maitland a Manager of a Bank reported that he had posted a packet containing a large amount of money, addressed to a Bank in Sydney, which had not reached its destination. He had ample evidence to prove the correct posting of this packet; it was however subsequently found to have been erroneously addressed to a Bank in Singleton.

Many

Many other instances could be described in which the Post Office officials have been blamed for irregularities, which have subsequently been discovered to be owing to some mistake on the part of persons unconnected with the department.

The completion of the new Post Office is earnestly desired. It is a matter of surprise, considering the inflammable nature of the materials with which the temporary office in Wynyard-square is constructed, that the public property has not been destroyed by fire; and it is no doubt only owing to the watchful attention of the officers, and the strict rules on the subject which have been observed, that this has not been the case.

I append reports showing the progress of the Money Order and Electric Telegraph Departments ^{Appendices H & I} during the year 1870.

I have the honor to be,
Your Lordship's most obedient Servant,
JOSEPH DOCKER,
Postmaster General.

APPENDIX.

A.

RETURN of Postal Lines established in 1870.

Postal Line.	Frequency of Communication.	Miles.
Yetholme and Dirty Swamp	Six times a week	8
Carcoar and Mount Macquarie	Once a week	9
Wilcannia and Hoodsville	Once a fortnight	200
Guntawang and Gulgong	Twice a week	5
Cannonbar and Brewarrina	Once a week	117
Cadia and Forest Reefs	Once a week	6
Oberon and Black Springs	Once a week	16
Albury and Dight's Forest	Once a week	10
Moss Vale and Cambewarra	Three times a week	25
Cambewarra and Nowra	Three times a week	6
Braidwood and Windellama	Once a week	30
Menindee and Mount Gipps	Once a fortnight	85
Kameruka and Candelo	Twice a week	3
Junee and Sebastopol	Once a week	20
Wagga Wagga and Albury, <i>via Cocksindiah</i>	Twice a week	88
Dalton and Wheeo	Twice a week	21
Yass and Woolgarlo	Twice a week	15
Bowna and Welaregang	Twice a week	72
Burrowa and Rye Park	Once a week	14
Braidwood and Queanbeyan	Once a week	50
Eden and Towamba	Once a week	16
Ballalaba and Adjanbella	Once a week	35
Casino and Unungar	Once a week	50
Clarence River Heads and Ballina	Once a week	57
Scott's Flat and Westbrook	Twice a week	6
Denman and Kerrahee	Three times a week	30
Nyall River and Clarkin's Crossing	Once a week	41
Brewarrina and Brenda	Once a week	100
Randwick and Coogee	Daily	1
	Total	1,136

B.

RETURN of Postal Lines discontinued in 1870.

Postal Line.	Frequency of Communication.	Miles.
Railway Station and Post Office, Nattai	Daily	$\frac{1}{2}$
Tenterfield and Maryland	Twice a week	60
Railway Station and Post Office, Liverpool	Daily	$\frac{3}{4}$
Casino and Brisbane	Once a week	55
Singleton and Scott's Flat	Twice a week	6
Corrections of distances as stated in mileage of year 1869, amounting to ..	.....	10
	Total	132

C.

RETURN of Increased Postal Accommodation afforded during 1870 on existing Lines.

Postal Line.	Additional Communication afforded.	Miles.
Bathurst, Caloola, Long Swamp, and Trunkey Creek	Once a week	38
Cullen Bullen and Glen Alice	Once a week	25
Cowra and Wood's Flat	Once a week	13
Cooma and Bobundarrah	Once a week	25
Cooma and Kiandra, <i>via</i> Middling Bank	Once a week	50
Railway Station and Post Office, Caumberwell	Three times a week	3
	Total	154

List of Post Offices on the 31st December, 1870.

Names of Post Offices.	Salary.	Names of Post Offices.	Salary.	Names of Post Offices.	Salary.
	£ s. d.		£ s. d.		£ s. d.
Aberdeen	18 0 0	Caloola	12 0 0	Eccleston	12 0 0
Adaminiby	12 0 0	Camberwell	18 0 0	Eden	Nil.
Adelong	Nil.	Cambewarra	12 0 0	Eglinton	12 0 0
Adlong Crossing-place	20 0 0	Camden	100 0 0	Ellalong	12 0 0
Adjanbolla	12 0 0	Campbelltown	Nil.	Ellenborough	12 0 0
Albion Bark	18 0 0	Camperdown	12 0 0	Emu	20 0 0
Albury	150 0 0	Canberra	12 0 0	Emu Ferry	15 0 0
Appin	30 0 0	Candelo	12 0 0	Enfield	12 0 0
Apple-tree Flat	12 0 0	Cannonbar	20 0 0	Ennis	12 0 0
Araluen	Nil.	Canowindra	12 0 0	Eurobodalla	12 0 0
Armidale	150 0 0	Canterbury	12 0 0	Euston	Nil.
Ashfield	18 0 0	Cape Hawke	12 0 0	Evan's Plains	12 0 0
Ashford	15 0 0	Carcoar	60 0 0	Fairfield	12 0 0
Attunga	12 0 0	Cargo	12 0 0	Falconer	12 0 0
Avisford	15 0 0	Carroll	12 0 0	Field of Mars	15 0 0
Ballalaba	12 0 0	Casino	30 0 0	Fig Tree	12 0 0
Ballina	16 0 0	Cassilis	Nil.	Fish River Creek	12 0 0
Balmain	15 0 0	Castlereagh	12 0 0	Five Dock	12 0 0
Balranald	Nil.	Castle Hill	12 0 0	Forbes	Nil.
Bandon Grove	12 0 0	Cathcart	12 0 0	Fordwich	12 0 0
Bankstown	12 0 0	Central M'Donald	12 0 0	Forest Reefs	12 0 0
Baradine	12 0 0	Cessnock	12 0 0	Frederickton	18 0 0
Bargo	12 0 0	Charcoal Creek	20 0 0	Gannon's Forest	12 0 0
Barraba	18 0 0	Chatsworth Island	12 0 0	Garryowen	12 0 0
Barragan	12 0 0	Clarence Town	25 0 0	Gegedzerick	12 0 0
Bateman's Bay	30 0 0	Clarence River Heads	12 0 0	Gerringong	18 0 0
Batlurst	300 0 0	Cobargo	12 0 0	Ghinni Ghinni	15 0 0
Baulkham Hills	18 0 0	Cobbadah	12 0 0	Gilgandra	15 0 0
Bega	50 0 0	Cobbity	12 0 0	Giuninderra	15 0 0
Belford	12 0 0	Cobbora	15 0 0	Gladesville	15 0 0
Bendemeer	52 0 0	Codrington	12 0 0	Gladstone	12 0 0
Bergalia	12 0 0	Coolac	12 0 0	Glanmire	15 0 0
Berrima	50 0 0	Collarenebri	12 0 0	Glebe	15 0 0
Bibbenluke	12 0 0	Collector	15 0 0	Glen Alice	12 0 0
Bigga	12 0 0	Collie	12 0 0	Glen Innes	Nil.
Big Hill	12 0 0	Colo	12 0 0	Gloucester	12 0 0
Billabong	12 0 0	Conargo	12 0 0	Gongolgon	12 0 0
Binalong	20 0 0	Condobolin	24 0 0	Goodooga	12 0 0
Binda	18 0 0	Coogee	8 0 0	Goologong	12 0 0
Bingera	18 0 0	Coolah	25 0 0	Goonoo Goonoo	25 0 0
Bishop's Bridge	12 0 0	Cooma	52 0 0	Gosford	20 0 0
Black Rock	12 0 0	Coonabarabran	15 0 0	Goulburn	300 0 0
Black Springs	12 0 0	Coonamble	22 0 0	Grafton	Nil.
Blacktown	25 0 0	Cooranbong	12 0 0	Grenfell	Nil.
Blandford	20 0 0	Copabella	15 0 0	Gresford	20 0 0
Blayney	18 0 0	Copmanhurst	12 0 0	Guildford	12 0 0
Bobundarah	12 0 0	Coraki	12 0 0	Gulgong	12 0 0
Bodalla	15 0 0	Coramundra	16 0 0	Gullen	12 0 0
Boggabri	12 0 0	Corang	12 0 0	Gulligal	22 0 0
Bolong	12 0 0	Corowa	20 0 0	Gundagai	Nil.
Bombala	32 0 0	Cowra	55 0 0	Gundaroo	18 0 0
Bonshaw	12 0 0	Croki	12 0 0	Gunnedah	40 0 0
Bookham	15 0 0	Crookwell	12 0 0	Gunning	25 0 0
Booligal	24 0 0	Cross Roads	12 0 0	Guntawang	15 0 0
Borehole	12 0 0	Crown Flat	15 0 0	Guyong	18 0 0
Boro	30 0 0	Cudgegong	12 0 0	Hanging Rock	12 0 0
Botany	12 0 0	Cullen Bullen	18 0 0	Harden	12 0 0
Bourke-street	38 0 0	Cumdetown	20 0 0	Hartley	30 0 0
Bourke	50 0 0	Currahbula	12 0 0	Haslem's Creek	12 0 0
Bowenfells	40 0 0	Currawang	12 0 0	Hay	25 0 0
Bowling Alley Point	15 0 0	Dalton	12 0 0	Heifer Station	12 0 0
Bowna	12 0 0	Dandaloo	12 0 0	Hexham	30 0 0
Bowral	15 0 0	Dapto	36 0 0	Hill End	12 0 0
Bowraville	12 0 0	Darlington	12 0 0	Hillston	12 0 0
Braidwood	Nil.	Deepwater	12 0 0	Hinton	25 0 0
Branxton	25 0 0	Delegate	16 0 0	Hoodsville	12 0 0
Breca	20 0 0	Denham Court	12 0 0	Hornsby	12 0 0
Brenda	12 0 0	Deniliquin	Nil.	Hoskin's Town	12 0 0
Brewarrina	15 0 0	Denison Town	15 0 0	Howlong	18 0 0
Bringelly	18 0 0	Denman	30 0 0	Hunter's Hill	15 0 0
Brookfield	12 0 0	Dight's Forest	12 0 0	Huntingdon	12 0 0
Broughton's Creek	15 0 0	Dingo Creek	12 0 0	Hursley	12 0 0
Brownlow Hill	12 0 0	Dirty Swamp	12 0 0	Icely	12 0 0
Brungle	12 0 0	Douglas Park	15 0 0	Iford	20 0 0
Brush Grove	15 0 0	Dovedale	12 0 0	Inverell	Nil.
Buckley's Crossing-place	12 0 0	Drake	15 0 0	Ironbarks	25 0 0
Bulli	12 0 0	Dubbo	Nil.	Jacqua	12 0 0
Bundarra	25 0 0	Dundee	15 0 0	Jamheroo	20 0 0
Bungendore	20 0 0	Dungog	35 0 0	Jembaicumbene	12 0 0
Bungonia	24 0 0	Dungowan	12 0 0	Jereelderie	20 0 0
Bungowannah	12 0 0	Dunkeld	13 0 0	Jerry's Plains	20 0 0
Burrangorang	12 0 0	Dural	12 0 0	Jindabyne	12 0 0
Burrangang	12 0 0	Eastern Creek	12 0 0	Jugiong	18 0 0
Burragong	12 0 0	East Kangaloon	12 0 0	The Junction (Newcastle)	15 0 0
Burrier	12 0 0	East Kempsey	15 0 0	Junce	18 0 0
Burrova	Nil.	East Maitland	150 0 0	Kameruka	18 0 0
Burwood	16 0 0	Eauabalong	12 0 0	Kangaloon	12 0 0
Cadia	12 0 0	Ebenezer	12 0 0	Kangaroo Valley	12 0 0

D—continued.

Names of Post Offices.	Salary.	Names of Post Offices.	Salary.	Names of Post Offices.	Salary.
	£ s. d.		£ s. d.		£ s. d.
Kelso	15 0 0	Mullenderee	18 0 0	Shepherd's Creek	12 0 0
Kempsey	30 0 0	Mulwala	15 0 0	Singleton	25 0 0
Korrabee	12 0 0	Mummel	12 0 0	Smithfield	15 0 0
Kiama	Nil.	Mundooran	22 0 0	Sodwalls	12 0 0
Kiandra	Nil.	Mungindie	15 0 0	Sofala	Nil.
Kincumber	12 0 0	Murga	15 0 0	Somerton	12 0 0
Kiora	12 0 0	Murrumbah	12 0 0	South Grafton	20 0 0
Kogarah	12 0 0	Murrumburrah	30 0 0	South Gundagai	20 0 0
Kunopia	12 0 0	Murrurundi	Nil.	Springside	12 0 0
Kurrajong	20 0 0	Muswellbrook	20 0 0	Stockton	12 0 0
Kynnumboon	12 0 0	Mutt Billy	15 0 0	Stroud	25 0 0
Laggan	12 0 0	Mutton's Falls	12 0 0	Summer Island	12 0 0
Lagoons	12 0 0	Myall River	12 0 0	Sutton Forest	24 0 0
Laguna	12 0 0	Myrtleville	12 0 0	Swallow's Nest	12 0 0
Lambton	12 0 0	Nambucca	12 0 0	Tabulam	20 0 0
Lane Cove	12 0 0	Narellan	20 0 0	Tacmas	12 0 0
Langworthy's	12 0 0	Narrabri	25 0 0	Talawanta	12 0 0
Lanyon	12 0 0	Narrandera	15 0 0	Tambaroora	Nil.
Largs	20 0 0	Nattai	28 0 0	Tambar Springs	12 0 0
Lawrence	20 0 0	Nelligen	18 0 0	Tamworth	Nil.
Lewinsbrook	12 0 0	Nerrigundah	20 0 0	Tangmangaroo	12 0 0
Limekilns	12 0 0	Newcastle	280 0 0	Tankerooka	12 0 0
Limeburner's Creek	15 0 0	Newtown	15 0 0	Tarago	15 0 0
Lismore	18 0 0	Nimitybelle	24 0 0	Taralga	18 0 0
Lithgow	50 0 0	North Richmond	18 0 0	Tarcutta	45 0 0
Little Hartley	20 0 0	Norwood	12 0 0	Taree	18 0 0
Liverpool	30 0 0	Nowendoc	12 0 0	Tarlo	18 0 0
Lochinvar	25 0 0	Nowra	20 0 0	Tea-pot Swamp	12 0 0
Longbottom	12 0 0	Numba	30 0 0	Teesdale	12 0 0
Long Reach	12 0 0	Numeralla	12 0 0	Tempe	12 0 0
Long Swamp	12 0 0	Nundle	22 0 0	Ten-mile Creek	35 0 0
Lostock	12 0 0	Oaky Creek	12 0 0	Tenterfield	20 0 0
Louisa Creek	18 0 0	Oaks	15 0 0	Terara	24 0 0
Louth	12 0 0	Obau	12 0 0	Thornthwaite	12 0 0
Lower Portland	12 0 0	Oberon	12 0 0	Timbarra	15 0 0
Lowther	12 0 0	Obley	18 0 0	Tinonce	40 0 0
Lucknow	20 0 0	O'Connell	15 0 0	Tocumwall	12 0 0
Lyndhurst	12 0 0	One-tree Hill	25 0 0	Tomago	15 0 0
Major's Creek	15 0 0	Ophir	12 0 0	Tomerong	12 0 0
Manar	12 0 0	Orange	Nil.	Toogong	12 0 0
Mangrove Creek	12 0 0	Paddington	15 0 0	Tooloom	12 0 0
Manilla	12 0 0	Palmer's Island	12 0 0	Tooral	12 0 0
Manly	15 0 0	Palmer's Oakley	12 0 0	Towamba	12 0 0
Manna Field	12 0 0	Pambula	24 0 0	Trunkey Creek	20 0 0
Marengo	18 0 0	Parramatta	120 0 0	Tucna	18 0 0
Marrickville	37 0 0	Paterson	35 0 0	Tumberumba	20 0 0
Marsden's	12 0 0	Peel	15 0 0	Tumut	Nil.
Marulan	30 0 0	Pennant Hills	12 0 0	Two-mile Flat	15 0 0
Maryland	15 0 0	Penrith	200 0 0	Uarby	12 0 0
Mathoura	12 0 0	Peter sham	15 0 0	Ulladulla	20 0 0
Maude	12 0 0	Picton	55 0 0	Ulmarra	18 0 0
Meadow Flat	25 0 0	Pilliga	15 0 0	Underbank	12 0 0
Menangle	22 0 0	Pine Ridge	12 0 0	Upper Adelong	16 0 0
Menindoo	20 0 0	Pitt Town	20 0 0	Upper Araluen	15 0 0
Merimbula	20 0 0	Pooncarie	12 0 0	Upper Bankstown	12 0 0
Merrendee	12 0 0	Port Macquarie	Nil.	Upper Pyramul	12 0 0
Merri Merri	15 0 0	Prospect	16 0 0	Uralla	Nil.
Merriwa	Nil.	Pyree	12 0 0	Urana	Nil.
Michelago	15 0 0	Pyrmont	12 0 0	Vacy	12 0 0
Millamurra	12 0 0	Queanbeyan	Nil.	Victoria	12 0 0
Miller's Forest	20 0 0	Quirindi	15 0 0	Wagga Wagga	Nil.
Millfield	15 0 0	Randwick	15 0 0	Wagonga	12 0 0
Milton	18 0 0	Raymond Terrace	60 0 0	Wakool	12 0 0
Minmi	15 0 0	Redbank	12 0 0	Walbundrie	12 0 0
Mitchell's Creek	15 0 0	Redfern	12 0 0	Walcha	20 0 0
Moama	30 0 0	Reidsdale	12 0 0	Wallabadah	24 0 0
Mogo	12 0 0	Reid's Flat	16 0 0	Walgett	40 0 0
Molong	25 0 0	Richmond	60 0 0	Wallcrawang	45 0 0
Molonglo	15 0 0	Robertson	12 0 0	Wallsend	20 0 0
Monga	12 0 0	Rockley	21 0 0	Wammerawa	12 0 0
Monkerai	12 0 0	Rocky Mouth	16 0 0	Wandandian	12 0 0
Montefiores	22 0 0	Rocky River	15 0 0	Wandsworth	12 0 0
Monwonga	12 0 0	Rollan's Plains	12 0 0	Wanganella	18 0 0
Moonan Brook	12 0 0	Rouse Hill	18 0 0	Waratah	25 0 0
Moonbi	18 0 0	Rydal	Nil.	Wardell	12 0 0
Mooroowoolen	40 0 0	Ryde	25 0 0	Warialda	35 0 0
Moorwatha	12 0 0	Rye Park	12 0 0	Warkworth	12 0 0
Morangarell	15 0 0	Rylstone	30 0 0	Warneton	12 0 0
Moree	20 0 0	Sackville Reach	15 0 0	Warren	15 0 0
Morpeth	Nil.	St. Alban's	12 0 0	Waterloo	50 0 0
Moruya	50 0 0	St. Leonard's	15 0 0	Watson's Bay	15 0 0
Mossgiel	12 0 0	St. Mark's	15 0 0	Wattle Flat	15 0 0
Moss Vale	30 0 0	St. Mary's	30 0 0	Waverley	67 0 0
Moulamein	Nil.	St. Peter's	18 0 0	Wee Wee	20 0 0
Mount Gipps	12 0 0	Scone	60 0 0	Welaregang	12 0 0
Mount Harris	15 0 0	Scott's Flat	12 0 0	Wellingrove	18 0 0
Mount Macquarie	12 0 0	Scalam	15 0 0	Wellington	45 0 0
Mount Vincent	15 0 0	Sebastopol	12 0 0	Wentworth	Nil.
Mudgee	150 0 0	Seven Hills	12 0 0	Westbrook	12 0 0
Mulgoa	15 0 0	Shellharbour	15 0 0	West Kempsey	Nil.

D—continued.

Names of Post Offices.	Salary.	Names of Post Offices.	Salary.	Names of Post Offices.	Salary.
West Maitland	£ s. d. 175 0 0	Wiseman's Ferry	£ s. d. 12 0 0	Woonona.....	£ s. d. 20 0 0
Whico	20 0 0	Wollombi	15 0 0	Wyrallah.....	12 0 0
Wilberforce.....	18 0 0	Wollongong	Nil.	Yarraman	12 0 0
Wilcannia	20 0 0	Wolumla	12 0 0	Yarrambah	12 0 0
William Town	12 0 0	Wombat	15 0 0	Yass	200 0 0
Windellama	12 0 0	Woodburn	12 0 0	Yetholme.....	18 0 0
Windeyer	15 0 0	Woodhouselee.....	12 0 0	Yetman	12 0 0
Windsor	130 0 0	Woodside	12 0 0	Young	Nil.
Wingen	12 0 0	Woodville	15 0 0		
Wingham	15 0 0	Woolgarlo	12 0 0		

POST OFFICES ESTABLISHED IN 1870.

Attunga	East Kangaloon	Shepherd's Creek
Adjanbella	Eurobodalla	Tangmangaroo
Bowraville	Forest Reefs	Towamba
Boggabri	Gulgong	Talawanta
Bibbenluke	Goodooga	Unumgar
Black Springs	Hardn	Upper Bankstown
Cape Hawke	Hoodsville	Uarbry
Coolac	Hoskin's Town	Upper Pyramul
Candelo	Kangaroo Valley	Wakool
Coogee	Kingsgrove	Wardell
Central M'Donald	Kerrabee	Woolgarlo
Cobargo	Mossgiel	Wallerawang
Coraki	Mount Gipps	West Kempsey
Chatsworth Island	Mount Macquarie	Wandsworth
Dight's Forest	Rye Park	
Deepwater	Sebastopol	

POST OFFICE RE-ESTABLISHED IN 1870.

Gongolgon.

POST OFFICES DISCONTINUED IN 1870.

Gap Range.	Morangaroo.
Kingsgrove.	Unumgar.
Long Creek.	Wingecarribee.

E.

LIST of Stamp-sellers on the 31st December, 1870.

Name.	Residence.	Date of Appointment.	Name.	Residence.	Date of Appointment.
Abreu, A. F.....	690, George-st., South..	6 Aug., 1867	Gibbs, Shallard, & Co.	108, Pitt-street	17 Aug., 1868
Adnum, Elizabeth.	266, George-street	27 July, 1869	Griffiths, John....	23, Erskine-street.....	25 Mar., 1869
Andrews, Johr ..	313, Pitt-street	25 Aug., 1869	Griffiths, Theoph..	768, George-street	29 Mar., 1869
Bowyer, George ..	Elizabeth-street, South..	26 May, 1865	Guinery, A.	Argyle-street, Miller's Point.	17 Aug., 1870
Bozon, F.	William-street	29 Jan., 1866	Hamilton, Mrs. E. M.	Woolloomooloo-street ..	26 May, 1862
Board, A.	Paddington	24 Mar., 1868	Hamilton, J.	Chippendale	16 Mar., 1860
Boys, L. F.	128, King-street	30 May, 1868	Hill, J.	790, George-street	16 June, 1858
Beare, J. C.	216, William-street	25 June, 1868	Hogan, W.	King-street	1 Aug., 1861
Butcher, E.	169, South Head Road..	7 Oct., 1868	Holroyd, Michl. ..	306, George-street	13 May, 1864
Bent, Chas.	641, George-street	13 Aug., 1869	Hale, Thomas	3, Exchange-buildings ..	2 Aug., 1865
Bennett, G. M....	King-street	17 Sept., 1869	Hill, Geo.	76, South Head Road ..	30 Aug., 1866
Bennett, S.	Empire Office, 190, Pitt-street.	29 Sept., 1869	Hogan, J.	147, King-street	23 July, 1868
Bohrsmann, C.	39, South Head Road ..	10 May, 1869	Harper, W.	Upper William-street, South.	24 June, 1869
Buist, H.	101, King-street	13 June, 1870	Harris, B.	8, Miller's Road, Miller's Point.	11 May, 1870
Barker, F. J.	85, Sussex-street	23 June, 1870	Holder, Thos.	Australian Club	28 Nov., 1870
Butler, Thos.	199, York-street	22 Dec., 1870	Jones, A.	303, George-street	2 Dec., 1868
Clifford, James ..	Botany Road, Redfern..	20 Sept., 1865	James, D.	41, South Head Road ..	27 April, 1870
Cassidy, Wm.	Union Club	22 Sept., 1865	Jones, W. H.	57, Parramatta-street ..	18 June, 1870
Cole, F. & E.	380, George-street	22 Oct., 1867	Kirschbaum, A.	124, King-street	20 April, 1869
Collis, John	198, Parramatta-street..	14 Nov., 1867	Lowther, Edward..	Sussex-street.....	13 May, 1865
Cooper, J. J.	Railway Station	31 Jan., 1867	Lea, Charles.....	92, South Head Road ..	28 Aug., 1868
Cox, Annie M....	167, Castlereagh-street..	16 April, 1867	Levi, D.	512, George-street	11 Nov., 1868
Cooper, Isaac	210, William-street	7 April, 1868	Lynch, H. H.	54, Market-street	7 June, 1870
Clarke, E.	195, South Head Road..	24 Dec., 1868	Leigh & Co., S. T..	21, Hunter-street	25 Nov., 1870
Cooke, W. A.	570, George-street	4 Jan., 1870	Maddock, W.	George-street	6 Aug., 1863
Clark, W.	414, George-street	11 May, 1870	McNeil, J.	40, Sussex-street	20 Mar., 1860
Clappison, C. T. ..	143, King-street	8 Aug., 1870	Moffit, W.	Pitt-street	24 Oct., 1857
Davies, J.	York-street	13 Nov., 1863	Moorc, J.	George-street	23 July, 1856
Davis, B.	47, Bathurst-street	14 Oct., 1863	Murphy, F.	455, Bourke-street	1 Feb., 1860
Dole, James	Glebe Road	2 June, 1865	Muspratt, E.	William-street	18 Jan., 1860
Davis, R.	64, Bathurst-street	21 July, 1868	Musgrave, T.	Windmill-street	25 Nov., 1864
Davies, P. A.	25, Parramatta-street ..	4 July, 1870	Mort, H.	Erskine-street	11 June, 1866
Eames, W. D.	16, South Head Road ..	28 Jan., 1864	Morton, M.	72, Market-street	31 May, 1870
Edwards, F. L.	Pitt-street	23 Feb., 1865	Montgomery, Jas..	127, South Head Road..	14 July, 1870
Eve, Jas.	228, Pitt-street	25 Feb., 1870	McMahon, T.	1, New Pitt-street	27 Oct., 1870
Fairfax & Sons ..	Hunter-street	5 April, 1864	Mackellar, Mrs.	226, William-street	30 Nov., 1870
Flanagan, E. F.	594, George-street	28 June, 1864	Nash, Wm.	Lower George-street	31 Dec., 1866
Fortier, Wm.	83, Sussex-street	14 Nov., 1866	Nepfold, E. T.	394, George-street	12 May, 1857
Fowler, H. P.	309, Castlereagh-street..	17 Feb., 1869	Pierce, T.	Yurong & Stanley Sts	9 July, 1860
Ferguson, John ..	136, King-street	25 Mar., 1869			
Gill, G.	115, George-street	19 Dec., 1865			
Graham, F.	Haymarket	14 July, 1866			
Gordon & Gotch ..	281, George-street	8 April, 1865			

E—continued.

Name.	Residence.	Date of Appointment.	Name.	Residence.	Date of Appointment.
Palmer, T.	George-street (Brickfield Hill).	23 May, 1865	Foot, H. B.	Yass	21 Mar., 1868
Porter, E.	478, Crown street, Surry Hills.	29 May, 1868	Fox, J. R.	Newcastle	3 July, 1868
Penberthy, J.	Miller's Point	11 Sept., 1868	Foster, Joseph ...	Hull's Creek, Denman..	23 June, 1869
Philip, Mr.	397, Crown-street, Surry Hills.	13 Dec., 1870	George, R. K.	Bathurst.....	21 May, 1866
Reilly, P.	Macquarie-street, South	8 April, 1863	Gerber, C.	Young.....	1 Oct., 1862
Roberts, D.	Pitt-street	31 Aug., 1859	Glover, Ed.	Balmain (Darling-st.) ..	4 April, 1865
Reading, Jas.	George-street	20 June, 1868	Good, John	Parramatta.....	18 June, 1866
Randerson, R. S. ...	Market-street	12 April, 1869	Gulliver, John ...	Newcastle	30 June, 1869
Russell, Jas.	174, Lower George-st...	29 May, 1869	Hamilton, Elizth...	Ryde	19 Dec., 1865
Read, A.	51, Clarence-street ...	23 Nov., 1870	Hobbs, W. J.	Newcastle	6 Oct., 1870
Sandon, C. T.	George-street	16 Feb., 1867	Hunter, W. C.	Wagga Wagga	19 July, 1869
Saywell, T. R.	14, Park-street	7 April, 1863	Jones, J. R.	Bathurst.....	1 Oct., 1862
Smyth & Wells ...	Hunter-street	23 Mar., 1859	Jones, A. S.	Breadalbane, near Mutt-billy.	13 June, 1864
Saddling, John ...	Phillip-street	9 Mar., 1866	Jennings, J. C.	Weddin Mountains ...	6 July, 1865
Shaw, Wm.	Liverpool-street, Darlinghurst.	22 Aug., 1867	Knaggs & Co.	Newcastle	29 June, 1865
Salter, J. J.	Botany-street, Surry Hills.	7 Feb., 1868	Kidd, John	Campbelltown	5 April, 1867
Stroud, J.	Botany Road, Redfern...	14 July, 1870	Levien, A.	West Maitland	1 Nov., 1862
Stark, W.	663, George-street ...	26 Aug., 1870	Laird, Robt.	Tenterfield.....	4 May, 1869
Sutton, A. W.	414, George-street ...	15 April, 1868	Laurence, F.	Mudgee	5 May, 1869
Smith, D.	48, Erskine-street ...	28 Aug., 1868	Millar, Wm.	Penrith	14 Nov., 1865
Schroder, W. S. ...	George-street South...	15 April, 1869	Myer, Jno.	Young.....	29 June, 1866
Smith, Fk.	405, George-street ...	23 Aug., 1869	M'Guigan, Jno. ...	Bathurst.....	9 Mar., 1866
Taylor, S.	Bridge-street	22 Aug., 1870	Martel, H. C. ...	Dandaloo Station, Bogan River.	19 July, 1866
Turner, E.	26, Hunter-street ...	9 Dec., 1864	Manning, Thos. ...	Dubbo.....	6 Sept., 1866
Walsh, Wm.	King-street	16 Oct., 1866	Marks, E. P.	Pretty Plains, near Orange.	4 May, 1867
Weekes, N.	101, Parramatta-street...	1 Mar., 1865	Montgomery, Hugh	Railway Camp, Marulan	17 Sept., 1867
Weissberger —	50, Market-street ...	19 Dec., 1865	M'Nicoll, Agnes ...	Newcastle	21 Sept., 1869
Watson, R. A.	Circular Quay	17 April, 1868	Mason & Co., W. ...	Parramatta	30 Sept., 1869
Whiting, Jas.	Double Bay	9 Mar., 1869	Payne, J. T.	Newcastle	4 Mar., 1864
Wigley & Co., W.H.	297, George-street ...	8 July, 1869	Potter, W.	Goulburn	19 Oct., 1863
Wells, A.	Lord Nelson Hotel, Miller's Point.	23 Aug., 1870	Rae, A. B.	Bathurst.....	31 Aug., 1863
Asser, N. F.	Scone	3 Mar., 1863	Regan, D.	Tamworth	6 Aug., 1863
Austin, E. W.	Bathurst.....	6 Sept., 1867	Riley, W. R.	Goulburn	27 Nov., 1862
Allman, J.	Do.	15 Jan., 1868	Robinson, Jno. ...	Newcastle	13 June, 1865
Atkinson, F.	Do.	11 Nov., 1868	Roth, Max	Deniliquin	1 June, 1869
Bale, Mary	Woollahra	11 May, 1870	Richardson, Jane.	Murrygon, Mungooran...	17 May, 1869
Ball, E.	Goulburn	30 Dec., 1862	Sippell Bros.	Young	1 Nov., 1862
Berne, F.	Bega	14 June, 1870	Stormer, J. B. ...	Do.	8 Dec., 1862
Broadhead, Maria...	West Maitland	27 July, 1863	Savage, F. J.	Narrandera	26 April, 1866
Burrows, Jno.	Newcastle	18 Oct., 1865	Stace, R. A.	Wellington.....	18 Oct., 1866
Chatterton, E.	Sackville Reach	8 Sept., 1863	Scardon, G. D. ...	Lake Macquarie Road ..	10 May, 1867
Comans, M.	Combaning, near Coramundra.	29 Jan., 1870	Tatham, S.	Balmain	27 Oct., 1866
Coul, W.	Picton	27 Aug., 1864	Thomas, H.	West Maitland	9 Dec., 1864
Cottrell, J.	Yass	18 Feb., 1863	Taylor, T.	Unity Hotel, Balmain ..	25 June, 1868
Coelrane, Josh. ...	Wingham	9 Nov., 1865	Walker, W.	Sofala	13 May, 1864
Carkeet, W. H. ...	Carcoar	25 Feb., 1867	Walsh, G.	Goulburn	25 May, 1864
Conlan, M.	Yass	22 Feb., 1868	Weston, Jno.	West Maitland	28 Oct., 1862
Deacon, Thos.	Milsom's Point, Saint Leonards.	1 July, 1869	White, Laban ...	Windsor	4 April, 1864
Dixon, Thos.	Parramatta	31 May, 1870	White, J. C.	Bathurst.....	17 May, 1864
Dunn, Patrick ...	Mulwalla	8 Dec., 1864	Whitton, Joseph ...	Camberwell	25 Aug., 1864
Dawson, C. H.	Hay	31 Dec., 1866	Winchcombe, J. P.	Young	6 Aug., 1863
Duff, Thos.	Wingham	27 Aug., 1867	Wilson, G.	Tenterfield.....	21 Feb., 1865
Ellis, J. T.	Araluen Valley, Araluen	10 Mar., 1869	Whiting & Son ...	Taralga	19 July, 1866
Falls, Mrs.	West Maitland	19 May, 1870	Watkinson, Jas. ...	Balmain	30 Oct., 1866
Fieldhouse, E. & W.	Campbelltown	8 Aug., 1864	White, F.	Goulburn	23 April, 1868
			Whipple, W. F. ...	Orange	13 May, 1869
			Weber, P.	Araluen	14 Feb., 1870
			Webb, A.	Milsom's Point, North Shore.	1 Aug., 1870
			Winton, E. S. ...	St. Leonards	11 Aug., 1870

F.

The following Statement will show the proportion of the subsidy paid by each Colony for the conveyance of Mails *via* Suez, from the year 1866 to the year 1870:—

Colonies.	Number of Letters Inwards and Outwards.*	Service to Point-de-Galle.	Service between Point-de-Galle and King George's Sound.	Service between King George's Sound and Melbourne.	Service between Melbourne and Sydney.	Molety of cost of Mail-boxes and Mail-bags.	Molety of expence of Naval Agents in charge of Mails.	Proportion of cost of Special Packets between Dover and Calais.	Estimated number of Newspapers Inwards and Outwards <i>via</i> Southampton.	Egyptian Transit rate on Newspapers <i>via</i> Southampton.	Totals.
1866.											
Victoria	No. 1,094,668	£ s. d. 6,122 10 10	£ s. d. 14,108 1 8	£ s. d. 6,504 6 11	.....	£ s. d. 644 7 8	£ s. d. 120 2 3	£ s. d. 78 4 3	No. 916,320	£ s. d. 1,197 3 4	£ s. d. 28,774 16 11
New South Wales	475,302	2,658 7 0	6,125 12 0	2,824 0 4	2,177 16 0	279 15 8	52 3 0	33 19 2	370,320	483 16 7	14,635 10 6
South Australia.....	251,423	1,406 3 10	3,240 5 4	.....	.....	147 19 11	27 11 9	17 19 3	197,520	258 0 11	5,098 1 0
New Zealand	758,843	4,244 4 5	9,779 18 0	4,508 18 1	3,477 1 2	446 13 10	83 5 3	54 4 5	689,040	900 4 4	23,494 9 6
Tasmania.....	82,176	459 12 8	1,059 2 7	488 7 6	.....	48 7 6	9 0 4	5 17 5	109,680	143 5 11	2,213 13 11
Queensland	242,124	1,354 4 11	3,120 11 4	1,438 13 0	1,109 8 4	142 10 8	26 11 4	17 6 0	164,640	215 1 9	7,424 7 4
Western Australia	34,644	193 16 4	446 12 2	.....	.....	20 7 11	3 16 1	2 9 6	40,080	52 7 2	719 9 2
	2,939,180	16,439 0 0	37,880 3 1	15,764 5 10	6,764 6 3	1,730 3 2	322 10 0	210 0 0	2,427,600	3,250 0 0	82,360 8 4
1867.											
Victoria	1,076,799	7,925 9 3	18,097 14 11	8,714 8 2	.....	723 16 2	155 9 8	101 4 11	821,446	1,578 19 6	27,297 2 7
New South Wales	468,494	3,448 4 4	7,873 19 5	3,791 9 4	4,338 17 0	293 5 7	67 12 7	44 1 0	331,976	638 2 6	20,495 11 9
South Australia.....	267,711	1,970 8 3	4,499 8 3	.....	.....	164 10 2	38 13 2	25 3 5	177,068	340 7 2	7,038 10 5
New Zealand	54,598	401 17 0	917 12 6	441 17 1	175 17 7	40 0 11	7 17 8	5 2 8	78,438	150 15 6	2,141 0 11
Tasmania	79,421	584 11 1	1,334 16 6	642 14 11	.....	89 2 9	11 9 6	7 9 4	98,324	188 19 11	2,859 4 0
Queensland	251,032	1,847 12 10	4,219 1 10	2,031 11 6	2,324 17 5	143 1 10	36 5 0	23 12 0	147,598	283 14 2	10,909 16 7
Western Australia	35,442	260 17 3	595 13 7	.....	.....	34 12 7	5 2 5	3 6 8	35,930	69 1 3	968 13 9
	2,233,497	16,439 0 0	37,538 7 0	15,622 1 0	6,839 12 0	1,488 10 0	322 10 0	210 0 0	1,690,780	3,250 0 0	81,710 0 0
1868.											
Victoria	965,193	11,743 17 5	19,109 2 2	9,246 13 5	.....	430 1 9	154 2 6	52 11 5	1,644,543	1,409 5 5	42,145 14 1
New South Wales	390,355	4,749 10 7	7,728 6 9	3,739 13 0	4,083 4 11	173 18 9	62 6 7	21 5 2	589,013	504 14 11	21,063 0 2
South Australia.....	246,727	3,002 0 0	4,884 14 10	.....	.....	109 18 10	39 7 9	13 8 9	392,440	335 5 11	8,385 16 1
New Zealand	102,545	1,247 15 0	2,030 4 3	982 7 11	1,072 13 2	45 13 10	16 7 5	5 11 8	619,057	530 9 10	5,931 3 1
Tasmania.....	75,410	917 12 0	1,492 19 8	722 8 10	.....	33 12 1	12 0 9	4 2 1	176,060	150 17 5	3,333 12 10
Queensland.....	203,635	2,477 13 0	4,031 12 4	1,950 16 10	2,130 1 11	90 14 9	32 10 3	11 1 9	275,403	235 19 7	10,960 10 5
Western Australia	35,693	437 12 0	712 0 0	.....	.....	16 0 6	5 14 9	1 19 2	96,143	82 6 11	1,255 13 4
	2,019,828	24,576 0 0	39,989 0 0	16,642 0 0	7,286 0 0	900 0 0	322 10 0	110 0 0	3,792,659	3,250 0 0	93,975 10 0
1869.											
Victoria	964,624	13,194 11 10	21,113 14 9	10,224 13 11	.....	338 15 7	168 1 10	78 3 8	1,624,694	1,437 14 7	46,555 16 2
New South Wales	313,937	4,294 3 11	6,871 9 5	3,327 12 4	4,186 2 8	110 5 3	54 14 3	25 8 10	620,500	549 0 5	19,418 17 1
South Australia.....	224,695	3,073 10 10	4,918 2 10	.....	.....	78 18 3	39 3 2	18 4 4	369,153	326 14 7	8,454 14 0
New Zealand	64,445	881 10 6	1,410 11 5	683 1 4	859 6 7	22 12 7	11 4 7	5 4 4	501,129	443 9 11	4,317 1 3
Tasmania.....	72,438	990 17 1	1,585 10 5	707 2 6	.....	25 8 9	12 12 5	5 17 4	222,616	196 17 10	3,584 6 4
Queensland.....	175,153	2,395 16 10	3,833 15 1	1,856 9 11	2,335 10 9	61 10 4	30 10 3	14 4 0	264,389	233 19 4	10,761 16 6
Western Australia	35,490	485 9 0	776 16 1	.....	.....	12 9 3	6 3 6	2 17 6	70,290	62 3 4	1,345 18 8
	1,850,782	25,316 0 0	40,510 0 0	16,859 0 0	7,381 0 0	650 0 0	322 10 0	150 0 0	3,072,771	3,250 0 0	94,438 10 0
1870.											
Victoria	990,164	10,144 17 7	16,233 11 6	7,542 10 2	.....	120 4 5	129 4 8	50 1 10	1,871,923	1,308 15 6	35,529 5 8
New South Wales	414,446	4,246 5 1	6,794 14 10	3,157 0 3	2,655 15 4	50 6 5	54 1 10	20 19 4	702,447	491 2 2	17,470 5 3
South Australia.....	221,936	2,273 17 8	3,638 12 2	.....	.....	26 18 11	28 19 4	11 4 7	404,791	283 0 10	6,262 13 6
New Zealand	559,046	5,727 14 11	9,165 7 9	4,258 9 10	3,582 7 3	67 17 6	72 19 4	28 5 7	1,098,465	768 0 2	23,671 2 4
Tasmania.....	71,206	729 7 1	1,167 1 10	542 8 2	.....	8 12 10	9 5 10	3 12 0	219,508	153 9 4	2,613 17 1
Queensland.....	178,351	1,827 6 2	2,924 0 3	1,358 11 7	1,142 17 5	21 13 1	23 5 7	9 0 5	277,865	194 5 8	7,501 0 2
Western Australia	35,774	366 11 6	586 11 8	.....	.....	4 6 10	4 13 5	1 16 3	73,369	51 6 4	1,015 6 0
	2,470,923	25,316 0 0	40,510 0 0	16,859 0 0	7,381 0 0	300 0 0	322 10 0	125 0 0	4,648,368	3,250 0 0	94,663 10 0

* The number of letters and newspapers are those of the preceding year in each case; thus the number stated against the year 1866 is the number posted in the year 1865.

STATEMENT showing the Penalties inflicted and Premiums earned on the performance of the Mail Packet Service between Point-de-Galle and Sydney:—

Year.	Penalties.		Premiums.		Amount of excess of Penalties over Premiums.	Amount of Penalties in excess of Premiums which is credited to Australian Colonies.
	No.	Amount.	No.	Amount.		
1866	14	£ 2,800	7	£ 350	2,450	£ 1,225
1867	11	2,200	10	500	1,700	850
1868	4	800	7	350	450	225
1869	4	800	10	500	300	150

PARTICULARS of Contracts entered into for the conveyance of Post Office Mails, from the 1st January, 1870.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of termination of Contracts.
Names.	Addresses.					
WESTERN AND SOUTHERN ROADS.						
1 Cobb & Co.	Sydney	*Railway Station, One-tree Hill, and Post Offices, One-tree Hill and Orange; Hartley, †Bowenfells, and Mudgee; Bathurst, Peel, and Sofala; Railway Station, Goulburn, and Post Offices, Goulburn and Gundagai; Gundagai and Albury.	Six	2 or 4-horse coach	4,800	31 Dec., 1872.
			do	do		
			Three.....	do		
			Six	do		
WESTERN ROADS.						
1 Charles Sandon— (Transferred to Messrs. Harper & Goodin, from 1st Nov., 1870.)	Parramatta	Railway Station, and Post Office, Parramatta, including the clearing of all Iron Letter-receivers at Parramatta.	Four times	Horseback	39 0 0	31 Dec., 1870.
2 Joseph Gillespie ...	Pitt Town.....	Parramatta, Field of Mars, and Pennant Hills.	Six	do	68 0 0	31 Dec., 1871.
3 Do	do	Parramatta Railway Station, and Post Offices, Parramatta, Baukham Hills, and Rouse Hill.	do	do	80 0 0	31 Dec., 1872.
4 John Kelly.....	Baukham Hills..	Baukham Hills and Dural	Three.....	do	30 0 0	31 Dec., 1871.
5 Michael Kinshela...	Blacktown.....	Blacktown, Prospect, and Eastern Creek.	Six	do	49 0 0	31 Dec., 1872.
6 Geo. Thompson.....	Pitt Town.....	Windsor, Pitt Town, and Wilberforce; and Wilberforce, Ebenezer, and Sackville Reach.	do	do	45 0 0	31 Dec., 1871.
			Three.....	do		
7 Matthew Thompson	do	Pitt Town, Wiseman's Ferry, and St. Alban's.	Two	do	61 0 0	31 Dec., 1872.
8 Jas. Wamsley, jun...	Wiseman's Ferry	Wiseman's Ferry and Mangrove Creek.	One	do	22 10 0	31 Dec., 1871.
9 Hy. Everingham ...	Lower Portland..	Sackville Reach and Lower Portland.	Three.....	do	30 0 0	31 Dec., 1870.
10 Henry Turner	Richmond.....	Richmond, North Richmond, and Kurrajong (Lamrock's Inn).	Six.....	Coach, 2 horses.	29 10 0	31 Dec., 1871.
11 Wm. Want	Colo	Colo and Kurrajong	One	Horseback	40 0 0	31 Dec., 1872.
12 Wm. Dorahy	Bringelly	Richmond and Camden, via Castlereagh, Penrith, Greendale, Mulgoa, and Bringelly.	Three.....	do	114 0 0	31 Dec., 1871.
13 Thos. Nelan	Penrith	Penrith Post Office, and Railway Station, Penrith.	Three times or oftener daily.	do	22 0 0	31 Dec., 1870.
14 W. H. Barton	do	Penrith Post Office, Emu Ferry, and Emu.	Once or oftener daily.	do	25 0 0	31 Dec., 1872.
15 Thos. Galivan	Hartley	Railway Station, One-tree Hill, and Post Offices, One-tree Hill, Little Hartley, and Hartley.	Six	do	64 15 2	31 Dec., 1870.
16 Wm. T. Corderoy, junior.	Bowenfells	Post Offices, Lithgow and Bowenfells.	do	do	86 3 0	31 Dec., 1870.
17 Cobb & Co.	Sydney	Orange, Stony Creek, Ironbarks, Black Rock, Wellington, and Montefiores; and Orange, Molong, Black Rock, Wellington, and Montefiores.	Three... } do ... }	4-wheel coach.	900 0 0	31 Dec., 1870.
18 Richd. Keenan.....	Cheeseman's Creek near Orange.	Wellington, Montefiores, and Dubbo.	Six	Vehicle, 2 horses or more.	200 0 0	31 Dec., 1871.
19 Patrick Donolly— (Transferred to J. Payne, from 1st June, 1870.)	Wellington	Dubbo, Warren, Cannonbar, Gongolgon, and Bourke.	Two	4-wheel coach.	987 0 0	31 Dec., 1872.
20 T. J. Grace	Hyandra, Lachlan River.	Bourke, Fort Bourke, and Wilcannia, travelling on either side of the Darling River.	One	Horseback	365 0 0	31 Dec., 1872.
21 Jas. Simpson.....	Sodwalls	Rydal and Sodwalls	Six	do	39 10 0	31 Dec., 1870.
†22 David Thomson ...	Capertie	Cullen Bullen and Glen Alice ...	One	do	33 0 0	31 Dec., 1871.

* In consequence of the railway extension to Rydal, that portion of contract between Lithgow and Rydal cancelled from 1st July, 1870.

† In consequence of the railway extension to Wallerawang, that portion of contract between Lithgow and Wallerawang cancelled from 24th April, 1870.

‡ Contractor allowed £7 per annum extra for once a week additional communication, from 15th August, 1870.

G—continued.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of termination of Contracts.
Names.	Addresses.					
23 John Hill	Mudgee	Mudgee, Guntawang, Cobbora, Mundooran, and Coonamble (to travel in time of floods on the north side of the Cudgegong River, via Guntawang).	Two	Horseback	549 0 0	31 Dec., 1872.
24 Jno. Knight	Tonabar, Coonabarabran.	Mundooran and Coonabarabran, via Bundalla, Yarragren, Kerbin, Keewang, and Tonabar.	One	do	40 0 0	31 Dec., 1871.
25 W. Robbins	Guntawang	Guntawang and Two-mile Flat	Two	do	46 0 0	31 Dec., 1871.
26 Jas. McCullough	Coonamble	Coonamble and Merri Merri (M'Lean's Station), via Bimbimbley, Bunday, Ningey, and Coanbone.	One	do	87 0 0	31 Dec., 1870.
27 Do.	do	Gilgumbone and Merri Merri (to travel along the Merri Merri Creek).	do	do	87 0 0	31 Dec., 1871.
28 Philip Ryan	Iford	Iford and Rylstone	Three	do	75 0 0	31 Dec., 1872.
29 James McDougall	Collic	Gilgandra and Collic	One	2-horse vehicle.	70 0 0	31 Dec., 1872.
30 Michael Walsh	Lithgow	Hartley, Fish River Creek, and Oberon.	do	Horseback	74 0 0	31 Dec., 1870.
31 Martin Nash	Mudgee	Mudgee, Merrendee, Burrendong, and Ironbarks.	Two	do	110 0 0	31 Dec., 1870.
32 Patrick Donnelly	Wellington	Molong and Ironbarks	Three	do	109 0 0	31 Dec., 1870.
33 Martin Nash	Mudgee	Mudgee, Grattai, Windeyer, Pure Point, Campbell's Creek, Long Creek, and Upper Pyramul, with a branch post to and from Grattai, Avisford, and Louisa Creek.	Two	do	137 0 0	31 Dec., 1871.
34 John Barton	do	Mudgee and Barragon	One	Horseback	28 0 0	31 Dec., 1870.
35 Thos. Trotter	Cassilis	Mudgee and Cassilis	do & do	2-horse coach. Horseback	127 0 0	31 Dec., 1870.
36 W. J. Weston, jun.	Cobbora	Dubbo and Cobbora	Two	do	97 0 0	31 Dec., 1872.
37 W. Shumack	Meadow Flat	Yetholme and Dirty Swamp	Six	do	75 0 0	3 months' notice on either side.
38 Wm. Bell	Yetholme	Yetholme and Mitchell's Creek	Two	do	27 0 0	31 Dec., 1870.
39 John Scott	Palmer's Oakey	Mitchell's Creek and Palmer's Oakey.	One	do	35 0 0	31 Dec., 1870.
40 Jas. Robertson	Icely	Guyong and Icely	Three	do	80 0 0	31 Dec., 1870.
41 Nicholas Flynn	Sofala	Sofala and Tambaroora	Two	do	95 0 0	31 Dec., 1871.
42 Jno. Bryson	Louisa Creek	Tambaroora and Louisa Creek	One	do	35 0 0	31 Dec., 1871.
43 W. G. Cochrane	Hill End	Tambaroora and Hill End	Two	Horseback or on foot	25 0 0	31 Dec., 1871.
44 Jno. Tobin	Limekilns	Peel and Limekilns	One	Horseback	22 0 0	31 Dec., 1872.
45 Wm. Hall	Millamurra	Millamurra and Peel	do	do	18 0 0	31 Dec., 1872.
46 Phillip Ryan	Iford	Sofala and Iford	Two	do	52 0 0	31 Dec., 1872.
47 T. A. Ryan	Bathurst	Bathurst, O'Connell, and Mutton's Falls; and Mutton's Falls, Oberon, and Fish River Creek.	do	do	104 0 0	31 Dec., 1872.
48 Jas. Mansfield. (Transferred to Phillips & Coyle, from 1st Feb., 1870.)	Caloola	Bathurst, Caloola, Long Swamp, and Trunkey Creek, via Denis Island.	Two	do	137 0 0	31 Dec., 1870.
49 J. O. Phillips and Patk. Coyle.	Bathurst	Bathurst, Caloola, Long Swamp, and Trunkey Creek, via Denis Island.	One	4-horse coach.	50 0 0	31 Dec., 1870.
50 Wm. Ryan	Teapot Swamp	Caloola and Teapot Swamp	do	Horseback	10 0 0	31 Dec., 1871.
51 H. Quin	Rockley	Bathurst Lagoons and Rockley	Two	do	60 0 0	31 Dec., 1872.
52 T. Cullen	do	Rockley and Swallow's Nest	One	do	25 0 0	31 Dec., 1872.
53 H. Quin. (Cancelled; see supplementary notice.)	do	Rockley, Long Swamp, and Tucua.	do	do	50 0 0	31 Dec., 1872.
54 Jas. Cripps	Eglinton	Bathurst and Eglinton (to travel via Kelso in time of floods).	Two	1-horse cart.	21 0 0	31 Dec., 1872.
55 Denis O'Brien	Mount Macquarie	Carcoar and Mount Macquarie (No. 1 Village.)	One	Horseback	25 0 0	31 Dec., 1870.
56 Cobb & Co.	Sydney	Bathurst, Evans Plains, Blayney, Carcoar, and Cowra.	Three	Coach, 2 or more horses.	420 0 0	31 Dec., 1871.

G—continued.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of termination of Contracts.
Names.	Addresses.					
57 Cobb & Co.	Sydney	Cowra and Grenfell	Three.....	Coach, 2 or more horses.	£ 260 0 0	31 Dec., 1870.
58 W. Worner	Forbes	Cowra, Goolagong, and Forbes.	do	Horseback	200 0 0	31 Dec., 1871.
*59 A. W. Collis.....	Wood's Flat	Cowra and Wood's Flat	Two	do	40 0 0	31 Dec., 1870.
60 Jas. Baker.....	Blayney.....	Blayney and Teesdale	One	do	26 13 4	31 Dec., 1870.
61 E. Morgan	Marengo	Cowra and Marengo, via Bonbaldry.	Two	do	80 0 0	31 Dec., 1870.
62 M. M'Gill.....	Wheeo	Cowra and Canowindra, via "The Islands."	Three.....	do	77 0 0	31 Dec., 1872.
63 J. and A. Irvine ...	Toogong	Orange, Toogong, Murga, and Forbes.	do	Coach, 2 horses.	498 0 0	31 Dec., 1871.
£1 to be paid for every seat required by Government, other than those for Postal Inspectors and Mail Guards.						
64 Napoleon Smith ...	Forbes	Forbes and Condobolin, via Fian's	Two	Horseback	140 0 0	31 Dec., 1872.
65 Do.	do	Condobolin, Booligal, and Hay...	do	do	550 0 0	31 Dec., 1871.
66 J. & W. Bray	do	Forbes and Young, via Emu Creek.	do	2-horse buggy.	260 0 0	31 Dec., 1870.
40s. to be paid for every seat required by Government, other than those for Postal Inspectors and Mail Guards.						
(Cancelled; see supplementary notice.)						
67 Joseph Howitt	Ophir.....	Orange and Ophir.....	One	Horseback	36 0 0	31 Dec., 1872.
68 W. F. Wynne	Orange	Orange, Cadin, and Carcoar, via Burnt Yards.	do	do	70 0 0	31 Dec., 1871.
69 Robt. Clayton	do	Orange and Cargo	Three.....	2 or 4 horse coach or buggy.	132 0 0	31 Dec., 1872.
10s. to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.						
70 Jas. F. Williams. (Transferred to E. Ryan, from 1st April, 1870.)	Forbes	Forbes and Billabong	Two	Horseback	65 0 0	31 Dec., 1870.
71 Geo. Coleman	Molong	Molong and Obley	do	do	88 10 0	31 Dec., 1870.
72 Andrew Kerr	Dilga, Molong ...	Obley and Cannonbar via Nyngan	One	do	168 0 0	31 Dec., 1872.
73 Wm. Smith	Warren	Warren and Mount Harris, via Drungalee.	do	do	69 0 0	31 Dec., 1870.
74 Wm. Todhunter ...	Mount Harris ...	Mount Harris and Wammercrawa	do	do	100 0 0	31 Dec., 1870.
75 J. W. Sellars. (Transferred to Jas. Foott, from 1st Oct., 1870.)	Bourke	Bourke and Belalie, or Shearer's (Warrego River), or Bourke and Cameron's Cuttaburra Creek.	do	do	149 10 0	31 Dec., 1871.
76 T. J. Grace	Hyandra	Booligal and Wilcannia	do	2 or more horse coach	400 0 0	31 Dec., 1870.
SOUTHERN ROADS.						
1 Wm. Brown	Liverpool	Liverpool, Denham Court (on return by Kemp's Creek), and Bringelly.	Six.....	Horseback	78 0 0	31 Dec., 1872.
2 James Waterworth 2s. to be paid for every seat required by Government, other than those for Postal Inspectors and Mail Guards.	Campbelltown ...	Railway Station, Campbelltown; and Post Office, Campbelltown, Narellan, and Camden.	Twelve ...	Coach, 2 or more horses.	53 10 0	31 Dec., 1870.
3 Thos. Cummings ...	Cobbitty	Narellan and Cobbitty	Six.....	Horseback	41 0 0	31 Dec., 1872.
4 Jane Wasson	Brownlow Hill...	Camden and Brownlow Hill ...	do	do	25 0 0	31 Dec., 1870.
5 Jas. Champion	Picton	Picton Railway Station and Post Office, Picton.	Two or three times daily.	do	30 0 0	31 Dec., 1870.
6 Do.	do	Picton and Oaks	Six.....	do	43 0 0	31 Dec., 1870.
7 P. Reilly	Oaks	Oaks and Burragorang	Three.....	do	30 0 0	31 Dec., 1872.
8 Wm. Anderson.....	West Bargo	Picton and West Bargo	do	do	18 0 0	31 Dec., 1872.
9 Wm. Hayles	Wollongong	Railway Station, Campbelltown, and Post Office, Campbelltown, Appin, Woonona, and Wollongong.	Six.....	4-wheel vehicle, 2 or more horses.	475 0 0	31 Dec., 1870.
10 Jas. Thomson	Kiama	Wollongong, Dapto, Jamberoo, and Kiama.	do	Horseback and by vehicle.	440 0 0	31 Dec., 1870.
10s. to be paid for every seat required by Government, other than those for Postal Inspectors and Mail Guards.						
11 Chrstr. Murray ...	Numba	Numba, Terrara, and Nowra, via Green Hills.	do	Horseback	28 0 0	31 Dec., 1871.
12 Jas. D. Caines	Pyree.....	Pyree and Numba	do	do	18 0 0	31 Dec., 1871.
†13 Wm. Noakes.....	Cambewarra	Bolong and Cambewarra	Three.....	do	12 0 0	31 Dec., 1870.
14 Geo. Whiteford. (Cancelled.)	Liverpool	Railway Station and Post Office, Liverpool.	Twelve or more.	do	19 0 0	31 Dec., 1871.
15 P. Walsh	Wandandian.....	Nowra, Milton, and Ulladulla ...	Three.....	do	130 0 0	31 Dec., 1870.

* Contractor allowed £13 6s. 8d. per annum extra for an additional once a week communication, from 16th April, 1870.

† Contractor allowed £8 per annum extra to extend his contract to Nowra, from 1st August, 1870.

G—continued.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of termination of Contracts.
Names.	Addresses.					
16 Jas. Grey	Albion Park	Albion Park and Shellharbour...	Three.....	Horseback	£ s. d. 25 0 0	31 Dec., 1872.
17 Robt. Anderson ...	Gerrington	Gerrington and Broughton's Creek.	do	do	40 0 0	31 Dec., 1870.
18 Jno. Hitchcock	Budgong, Shoalhaven.	Nowra and Burrier	Two	do	20 0 0	31 Dec., 1870.
19 H. W. Taylor	Moss Vale.....	Berrima and Moss Vale Post Office and Railway Station.	Twelve ..	do	70 0 0	31 Dec., 1870.
20 Jno. Wado	Moorooloolen	Moorooloolen and Murrumbah	Three.....	do	50 0 0	31 Dec., 1871.
21 W. Norris	Sutton Forest ...	Sutton Forest and Cross Roads	Four	do	20 0 0	31 Dec., 1872.
22 H. W. Taylor	Moss Vale.....	Moss Vale and Cambewarra via Nugent's.	Three.....	do	99 0 0	31 Dec., 1870.
23 W. Norris	Sutton Forest ...	Moss Vale and Sutton Forest ...	Seven.....	do	20 0 0	31 Dec., 1872.
*24 Wm. Johnston	Kangaloon	Moss Vale, Burrawang, Wingecarribbee, Robertson, and Kangaloon.	Three.....	do	74 0 0	31 Dec., 1872.
25 Joseph Pallier	Marulan	Moorooloolen and Marulan.....	Six	do	19 0 0	31 Dec., 1871.
26 Do	do	Bungonia and Marulan.....	do	Springcart or on horseback	48 0 0	31 Dec., 1872.
5s. to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.						
27 Jas. Armstrong	Bungonia	Bungonia and Windellama	One	Horseback	18 0 0	31 Dec., 1870.
28 Do	do	Bungonia and Jacqua (Spring Creek.)	do	do	29 0 0	31 Dec., 1870.
29 Jno. Wado.....	Moorooloolen ...	Moorooloolen, Long Reach, and Big Hill.	Three.....	do	45 0 0	31 Dec., 1872.
30 Robt. Harvey	Woodhouselee ...	Goulburn, Laggan, and Tuena...	One	do	80 0 0	31 Dec., 1870.
31 Robt. Stephenson ...	Laggan	Laggan and Crookwell	do	do	13 0 0	31 Dec., 1871.
32 Jas. Martin	Tarlo	Goulburn, Wheoco, and Binda, via Mummel, Pomeroy, and Gullen.	Two	do	99 18 0	31 Dec., 1872.
†33 Jno. Nightingale ...	Tuena	Binda and Tuena	do	do	60 0 0	31 Dec., 1870.
34 M. M'Gill	Wheoco	Wheoco, Reid's Flat, and Cowra	One	do	78 0 0	31 Dec., 1871.
35 A. E. M'Donald	Binda	Binda and Bigga	do	do	40 0 0	31 Dec., 1870.
36 Do	do	Bigga and Reid's Flat	do	do	20 0 0	31 Dec., 1870.
37 Thos. Moran	Goulburn	Goulburn and Boro	Six.....	Vehicle, 2 or more horses.	157 10 0	31 Dec., 1870.
Half the usual fare to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.						
38 Jas. Malone	Braidwood	Boro and Braidwood.....	do	do	237 10 0	31 Dec., 1870.
Half the usual fares to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.						
39 J. Stephens, junr....	Larbert	Braidwood and Windellama ...	One	Horseback or buggy	49 10 0	31 Dec., 1870.
£1 to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.						
40 Patk. Cahill	Braidwood	Braidwood, Upper Araluen, Redbank, and Crown Flat, via Reidsdale and Bell's Creek.	Three.....	2 or 3-horse coach.	52 0 0	31 Dec., 1871.
5s. to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.						
41 Ed. Arnfield— (Transferred to John Kingsland, from 1st Jan., 1870.)	do	Braidwood, Upper Araluen, Araluen, and Crown Flat, via Reidsdale and Bell's Creek.	do	2 or 4-horse coach.	75 0 0	31 Dec., 1871.
6s. to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.						
42 Geo. Higginson— (Transferred to Mrs. Higginson, from 1st April, 1870.)	Moruya.....	Crown Flat, Lower Araluen, Mullenderree, and Moruya.	Two	Horseback	70 0 0	31 Dec., 1870.
43 William Lynch ...	Mullenderree ...	Crown Flat, Lower Araluen, Mullenderree, and Moruya.	Four	do	188 11 5	31 Dec., 1870.
†44 Thomas Moran.....	Queanbeyan	Boro, Bungendore, Queanbeyan, and Cooma.	Three.....	1 or 2-horse vehicle.	484 0 0	31 Dec., 1870.
45 Thos. Wholohan ...	Cooma	Cooma, Adaminaby, Russell's, and Kiandra.	One	Horseback	135 0 0	31 Dec., 1870.
46 Jno. Warke	Molonglo	Bungendore and Molonglo	Three.....	do	37 10 0	31 Dec., 1871.
47 W. G. O'Neill	Queanbeyan	Queanbeyan and Lanyon	do	do	64 0 0	31 Dec., 1870.
48 Jas. Walters.....	Cooma	Cooma and Buckley's Crossing-place, via Woolway and Gegedzerick (Claremount.)	One	do	69 0 0	31 Dec., 1870.
49 Thos. Prior	Gegedzerick	Gegedzerick and Jindabyne.....	do	do	30 0 0	31 Dec., 1872.
50 W. Butler.....	Cooma	Cooma and the junction of the Big Badger and Numeralls Rivers.	do	do	30 0 0	31 Dec., 1872.

* Contractor allowed £10 per annum extra for leaving direct line of road in order to call at the Robertson Post Office, from 1st May, 1870.

† Contractor allowed £10 per annum extra to travel via Junction Point, from 1st August, 1870.

‡ Contract divided into two portions from 1st April, 1870, viz. :—Thos. Moran, Boro, Bungendore, and Queanbeyan—£160 per annum; Wm. Roohan, Queanbeyan to Cooma—£324 per annum.

G—continued.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of termination of Contracts.
Names.	Addresses.					
*51 Wm. Reed	Bombala	Cooma, Nimitybelle, and Bombala	Two	Horseback	£ s. d. 312 0 0	31 Dec., 1870.
		Cooma, Bobundarah, and Bombala, <i>viâ Gunningrah and Buckalong.</i>	One	do		
52 Geo. Rood	do	Bombala and Delegate	Three	do	144 0 0	31 Dec., 1870.
		Bombala, Cathcart, Pambula, and Eden.	Two	do		
53 Hy. Underhill	Bega	Bega and Kameruka	do	do	30 0 0	31 Dec., 1871.
54 Patk. Cahill— (Transferred to J. Doonan, from 16 Nov., 1870.)	Braidwood	Braidwood, Jombaicumbene, and Major's Creek, <i>viâ Bell's Paddock.</i>	Three	1 or 2-horse coach or horseback	34 0 0	31 Dec., 1872.
5s. to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.						
55 M. Monaghan	Major's Creek	Major's Creek and Ballalaba	Two	Horseback	60 0 0	31 Dec., 1870.
		Ballalaba and Fairfield	One			
56 Chas. Bindon— (Transferred to J. Aldcorn, from 1st July, 1870.)	Terrara	Braidwood, Corang, Nerriga, and Shoalhaven.	do	do	99 0 0	31 Dec., 1871.
57 M. Dowling	Braidwood	Braidwood and Monga (Little or Mongarlo River).	Two	do	24 0 0	31 Dec., 1871.
58 Thos. Moran	Goulburn	Goulburn, Collector, Gundaroo, Gininderra, Canberra, and Queanbeyan.	Three	2 or more horse coach	274 0 0	31 Dec., 1871.
59 Thos. Moran	do	Goulburn and Currawang	One	Horseback	33 6 8	31 Dec., 1870.
60 Jas. Martin	Tarlo	Goulburn, Tarlo, Myrtleville, and Taralga, <i>viâ Chatsbury.</i>	Two	do	49 19 0	31 Dec., 1872.
61 J. Wheatley	Dalton	Gunning and Dalton	do	do	26 0 0	31 Dec., 1871.
62 T. G. Murray— (Transferred to P. Sheekey, from 1st July, 1870.)	Burrowa	Yass and Burrowa, <i>viâ Limestone and Lang's Creek.</i>	Three	4-wheeled vehicle, 1 or more horses.	175 0 0	31 Dec., 1871.
£1 to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.						
63 Thos. G. Murray— (Cancelled. See supplementary notice.)	do	Burrowa, Marengo, and Young	Two	4-wheeled vehicle, 1 or more horses.	125 0 0	31 Dec., 1871.
15s. to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.						
64 Joseph Brewer	do	Burrowa and Reid's Flat, <i>viâ Hovell's Creek and Phil's Creek.</i>	One	Horseback	30 0 0	31 Dec., 1872.
65 Jas. Roberts	Currawang, Harden.	Yass, Binalong, Murrumburrah, Wombat, and Young, <i>viâ Demondrille, Stony Creek, and Spring Creek.</i>	Three	2 or more horse coach.	350 0 0	31 Dec., 1872.
66 S. J. Spare	Young	Young, Morangaroll, and Marsden's.	One	Horseback	95 0 0	31 Dec., 1871.
67 Jas. Gormley, Thos. Beveridge, and P. J. M'Alister.	Wagga Wagga	Murrumburrah, Coramundra, Junce, and Wagga Wagga, <i>viâ Bethungra and Conjungong.</i>	Three	Coach, 1 horse.	585 0 0	31 Dec., 1872.
40s. to be paid for every seat required by Government other than those for Postal Inspectors or Mail Guards.						
68 Geo. H. Stevens	Narrandera	Narrandera and Coramundra, <i>viâ Merool Creek and Coman's.</i> Contractor to travel alternately by the two routes, viz.:—To and from Coramundra and Narrandera, <i>viâ Dacey's, O'Brien's, Coman's, Mimosa, Waljaruby, Cowarby, Boree (Flood's), and Medium;</i> and to and from Coramundra, and Narrandera, <i>viâ Dacey's, O'Brien's, Coman's, Timora, Quandry, Welman's Station, Ramsay's and Johnson's Station, Bolers, and Medium.</i>	Two	Horseback	295 0 0	31 Dec., 1871.
†69 Wm. Forbes	Bywong, Gundaroo.	Yass and Gundaroo, <i>viâ Muddoonan, and by Yass River route.</i>	do	do	65 10 0	31 Dec., 1870.
70 J. T. Jones	Big Flat, Murrumbidgee River	Yass and Taemas, <i>viâ Warroo</i>	do	do	40 0 0	31 Dec., 1870.
71 J. Yabsley	Jillingroo, Gundagai.	Tumut, Adelong, and Adelong Crossing-place.	Six	4-wheel vehicle.	248 0 0	31 Dec., 1870.
15s. to be paid for every seat required by Government other than those for Postal Inspectors or Mail Guards.						

* Contractor allowed £10 per annum extra for travelling *viâ* Craigie, between Bombala and Delegate, once a week only, from 1st August, 1870.
† Contractor allowed £5 per annum extra for travelling *viâ* Murrumbatemen and Nannima, from 1st May, 1870.

G—continued.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of termination of Contracts.
Names.	Addresses.					
72 R. Hughes	West Blowing, Tumut.	Tumut and Kiandra	One	Horseback	£ 90 0 0	31 Dec., 1871.
73 Donald M'Gruer ...	Brungle	Tumut and Brungle	Two	do	40 0 0	31 Dec., 1872.
74 James Gormley ...	Wagga Wagga ...	Tarcutta and Wagga Wagga ...	Six	2-horse conveyance.	230 0 0	31 Dec., 1870.
£1 to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.						
75 Jas. Gormley, T. Beveridge, and P. J. M'Alister.	do	Wagga Wagga, Urana, Jerilderie, Conargo, and Deniliquin, via Broogong.	Four	4-wheeled vehicle, 2 horses.	995 0 0	31 Dec., 1872.
£4 to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.						
*76 W. Smith	Deniliquin	Deniliquin, Moulamein, and Balranald, via Wakool and Moolpar.	Two	Horseback	480 0 0	31 Dec., 1872.
77 John Halbish, junr.	Wagga Wagga ...	Wagga Wagga, Narrandera, and Hay, via Angel's Station.	do	do	599 0 0	31 Dec., 1870.
78 Cobb & Co.	Sydney	Hay, Wanganella, and Deniliquin.	Three	Coach, 2 or more horses.	1,000 0 0	31 Dec., 1871.
79 James Gormley ...	Wagga Wagga ...	Hay, Maude, and Balranald; and Hay, Maude, Oxley, and Balranald.	One } do }	Horseback	460 0 0	31 Dec., 1870.
†80 Wm. Smith	Deniliquin	Balranald and Swan Hill	Two	do	210 0 0	31 Dec., 1870.
81 M. Charters	Wentworth	Balranald, Euston, and Wentworth.	One	do	330 0 0	31 Dec., 1871.
82 M. Doohan—(Cancelled. See supplementary notice.)	Wilcannia	Wentworth, Menindie, and Wilcannia.	do	do	495 0	31 Dec., 1871.
83 Hy. Boran	Wentworth	Menindie and Mount Gipps	Once a fortnight	do	214 0 0	31 Dec., 1872.
†84 James Jelly	Tarcutta	Adelong, Upper Adelong, Tumberumba, and Ten-mile Creek, with a branch post to and from Copabella, Gingillack, and Welaregang.	Two	do	275 0 0	31 Dec., 1870.
85 Geo. Davies	Ten-mile Creek ...	Ten-mile Creek, Piney Ridge, and Urana.	One	do	80 0 0	31 Dec., 1870.
86 Jno. Vardy, junior.	do	Ten-mile Creek and Piney Range	do	Horseback	39 0 0	31 Dec., 1871.
87 A. O. Boyle	Howlong	Albury, Howlong, Corowa, and Deniliquin.	Two	4-wheeled coach, 1 or 3 horses.	587 0 0	31 Dec., 1872.
£2 to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.						
88 F. Baker	Jindera	Albury and Dight's Forest (Jindera.)	One	Horseback	20 0 0	31 Dec., 1870.
89 H. Howard	Howlong	Howlong and Moorwatha	Two	do	29 10 0	31 Dec., 1871.
90 Jas. Black	Corowa	Corowa and Wahgunyah	Six	do	18 15 0	31 Dec., 1870.
91 Cobb & Co.	Sydney	Deniliquin, Moama, and Echuca	do	Coach, 2 or more horses.	1,000 0 0	31 Dec., 1871.
92 Thos. M'Gee	Ulladulla	Ulladulla and Bateman's Bay, via Nelligen.	One	Horseback	60 0 0	31 Dec. 1872.
93 E. Corrigan	Bateman's Bay ...	Bateman's Bay, Mullenderree, and Moruya.	do	do	27 0 0	31 Dec., 1870.
		It is clearly understood that the Mails shall leave Bateman's Bay immediately after the arrival there of the steamer from Sydney, and shall leave Moruya in time to meet the steamer leaving Bateman's Bay for Sydney, the Contractor finding adequate means for both requirements.				
94 Jas. M'Gregor	Bodalla	Moruya and Bodalla	Two	do	59 0 0	31 Dec., 1870.
95 Do	do	Bodalla and Bega	One	do	70 0 0	31 Dec., 1871.
96 W. H. Hopkins ...	Bega	Bega, Wolumla, Merimbula, Pambula, and Eden.	Two	do	85 0 0	31 Dec., 1871.
97 W. Mackintosh ...	Moruya	Moruya and Kiora	do	do	15 0 0	31 Dec., 1870.
98 Jas. M'Gregor	Bodalla	Bodalla and Nerrigundah	do	do	49 0 0	31 Dec., 1872.
99 Wm. Willcocks ...	Wagonga	Bodalla and Wagonga	One	do	38 0 0	31 Dec., 1870.
100 W. H. Hopkins ...	Bega	Merimbula Wharf, and Post Offices, Merimbula and Bega.	do	do	45 0 0	31 Dec., 1871.
101 Wm. Shea	Pambula	Merimbula Wharf, and Post Offices, Merimbula, Pambula, and Eden.	do	do	25 0 0	31 Dec., 1871.
102 J. Armstrong	Nelligen	Nelligen and Braidwood	do	Horseback or coach 2 or 4 horses.	40 0 0	31 Dec., 1870.
15s. to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.						

* £10 per annum deducted on account of Contractor not travelling via Wakool, from 1st January, 1870.

† Contractor allowed £10 per annum extra for travelling via Tooleybuc, from 1st March, 1870.

‡ Contractor allowed £12 per annum extra for travelling via Reedy Flat, from 1st March, 1870.

‡ £5 per annum deducted in consideration of Eurobodalla being the terminus of the line, from 1st Oct., 1870.

G—continued.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of termination of Contracts.
Names.	Addresses.					
103 J. Armstrong	Nelligen	Nelligen and Araluen	One	Horseback or coach 2 or 4 horses.	£ s. d. 40 0 0	31 Dec., 1870.
15s. to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.						
104 W. H. Hopkins	Bega	Kameruka and Nimitybelle	do	Horseback	50 0 0	31 Dec., 1871.
105 Hy. Underhill	do	Kameruka and Candelo	Two	do	15 0 0	31 Dec., 1870.
NORTHERN ROADS.						
1 Chas. C. Fagan	Gosford	Sydney, Lane Cove, Hornsby, Gosford, and Kincumber.	do	do	210 0 0	31 Dec., 1870.
2 A. Miner	Stockton	Newcastle and Stockton	Six or more	Boat	28 0 0	31 Dec., 1870.
3 Hy. Spruce	Newcastle	Newcastle Wharf, Post Office, and Railway Terminus.	Fourteen or more.	1-horse cart.	60 0 0	31 Dec., 1870.
4 Jno. Williams and B. Woods.	Stroud	Raymond Terrace, Limeburner's Creek, and Stroud.	Four	2-horse coach	125 0 0	31 Dec., 1871.
10s. to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.						
5 E. Young	do	Stroud, Langworthy's, Gloucester, and Tinonee.	Two	Horseback	180 0 0	31 Dec., 1871.
6 Colin Cowan	Monkerai	Langworthy's and Monkerai	One	do	9 0 0	31 Dec., 1870.
7 Geo. Ridgway	Stroud	Stroud and Myall River	Two	do	38 0 0	31 Dec., 1870.
8 Jno. Williams	do	Gloucester and Nowendoc	Once a fortnight.	do	42 0 0	31 Dec., 1872.
9 Jas. Hemingway— (Transferred to J. Summerville, from 1st Jan., 1870.)	Dingo Creek	Tinonee and Wingham	Two	do	26 0 0	31 Dec., 1870.
10 B. Tetsell	do	Wingham and Dingo Creek	do	do	12 0 0	31 Dec., 1870.
11 Robert Andrews	Woodside	Wingham and Woodside, Upper Manning.	do	do	35 0 0	31 Dec., 1870.
12 Geo. Fitzpatrick	Redbank	Tinonee and Redbank	do	do	28 0 0	31 Dec., 1871.
13 Joseph Petrie	Dumaresq Island	Tinonee, Taroe, Cundletown, Ghinni Ghinni, and Croki.	do	do	35 0 0	31 Dec., 1871.
14 W. Convery	Cundletown	Cundletown and Port Macquarie	do	do	155 0 0	31 Dec., 1872.
15 Jas. M'Inerney	Port Macquarie	Port Macquarie, Huntingdon, and the junction of the Ellenborough and Hastings Rivers	One	do	45 0 0	31 Dec., 1870.
16 W. H. Hampson	Kempsey	Port Macquarie, Rolland's Plains and Kempsey, via Wilson River (Churchill's.)	Two	do	98 0 0	31 Dec., 1871.
(Transferred to C. Felten from 1st July, 1870.)						
17 M. Spence	Port Macquarie	Port Macquarie, Ennis, and Hursley.	do	do	34 0 0	31 Dec., 1872.
18 Chris. Felten	West Kempsey	Kempsey, Frederickton, Seven Oaks, Darkwater, and Summer Island.	do	do	35 10 6	31 Dec., 1870.
*19 Geo. Henderson	Nambucca River	Frederickton and Dovedale, via Nambucca.	One	do	60 0 0	31 Dec., 1872.
20 Chris. Felten	Kempsey	Kempsey and Warneton	Two	do	18 0 0	31 Dec., 1872.
21 Do	do	Kempsey and Armidale, via Ebor, Toorookoo, and Nulla Nulla.	One	do	127 0 0	31 Dec., 1870.
22 W. Moxey	Tomago	Tomago and William Town	Two	do	24 0 0	31 Dec., 1870.
23 R. J. Fitzgerald	West Maitland	Railway Station, High-street, and Post Office, West Maitland.	Fourteen, or more.	1-horse cart.	44 10 0	31 Dec., 1870.
24 Do	do	Morpeth and Hinton	Seven	On horseback or by 2 or 4 horse coach.	38 0 0	31 Dec., 1870.
25 T. Johnson	Brookfield	Hinton, Seaham, Clarence Town, Brookfield, Dungog, and Bandon Grove.	Three	Horseback	119 10 0	31 Dec., 1872.
26 J. Bignall	Bandon Grove	Bandon Grove and Underbank	One	do	17 0 0	31 Dec., 1870.
27 Colin Cowan	Monkerai	Dungog and Monkerai	do	do	12 0 0	31 Dec., 1872.
28 Jno. Bellamy	East Maitland	East Maitland, Largs, and Paterson, with a branch mail from and to Largs and Woodville.	Seven	2-horse coach.	87 0 0	31 Dec., 1870.
4s. to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.			do	Horseback		
29 J. F. Foster	Mount Vincent	East Maitland and Mount Vincent	Three	do	33 15 0	31 Dec., 1870.
30 Do	do	Mount Vincent and Cooranbong	One	do	11 5 0	31 Dec., 1870.
31 Jas. O'Neill	Cooranbong	Mount Vincent and Cooranbong	do	do	19 10 0	31 Dec., 1870.
32 F. Liston	Trevallyn, Gresford.	Paterson, Vacy, and Gresford	Three	do	32 0 0	31 Dec., 1872.
33 Hy. Jarrett	Eccleston	Gresford and Eccleston	One	do	22 0 0	31 Dec., 1871.
34 F. Liston	Trevallyn, Gresford.	Gresford and Lostock	Two	do	12 0 0	31 Dec., 1872.

* Contractor allowed £18 per annum extra for travelling via Bowraville, from 1st August, 1870.

G—continued.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of termination of Contracts.
Names.	Addresses.					
35 R. J. Fitzgerald ... 2s. 6d. to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.	West Maitland...	West Maitland, East Maitland, and Morpeth.	Seven.....	Horseback, or by 1 or 2-horse cart.	80 0 0	31 Dec., 1870.
36 R. Jurd	Wollombi	West Maitland, Bishop's Bridge, Millfield, Cessnock, and Wollombi, with branch post to and from Millfield and Ellalong.	Three.....	Horseback & 2-horse coach.	145 0 0	31 Dec., 1872.
37 Geo. Beavan	Laguna	Wollombi and Laguna	do	Horseback	14 0 0	31 Dec., 1871.
38 D. H. McDonald ...	Branxton	Railway Station and Post Office, Branxton.	Fourteen or more.	do	40 0 0	31 Dec., 1870.
39 W. Gollatly	Lochinvar	Railway Station and Post Office, Lochinvar.	Thirteen or more.	1-horse vehicle.	36 0 0	31 Dec., 1870.
40 Wm. Taylor	Darlington	Railway Station and Post Office, Singleton.	Seven or oftener.	1-horse coach.	50 0 0	31 Dec., 1870.
41 Do	do	Railway Station and Post Office, Singleton.	Seven.....	do	10 0 0	One month's notice.
*42 Jno. Hawke	Camberwell	Railway Station and Post Office, Camberwell.	Three.....	Horseback	30 0 0	31 Dec., 1870.
43 Chas. Horne.....	Singleton	Singleton and Darlington.....	Six.....	do	26 0 0	31 Dec., 1871.
44 Jas. Rowe	Fordwich	Singleton and Fordwich	Three.....	do	50 0 0	31 Dec., 1871.
45 R. C. Allen	Warkworth	Singleton and Jerry's Plains, via Cockfighter's Creek, and, in time of flood, via Thorley's.	do	do	64 0 0	31 Dec., 1872.
46 Jas. O'Shea	Singleton	Singleton, Scott's Flat, and Westbrook.	Two	do	30 0 0	31 Dec., 1870.
+47 J. Gill	Moonbi	Railway Station, Singleton, and Post Office, Armidale.	Six.....	4-wheel vehicle.	4,396 0 0	31 Dec., 1870.
		Tamworth, Manilla, Barraba, Bingera, and Warialda, via Barker's, North Bingera.	Two	do., or on horseback.		
		Murrurundi and Gunnodah, via Quirindi and Brezza.	do	4-wheel vehicle when possible, otherwise on horseback.		
48 Wm. Braggett	Cassilis	Muswellbrook, Denman, Merriwa, and Cassilis. (Contractor will be required to provide boat at Denman.)	Three.....	4-horse coach.	399 15 0	31 Dec., 1871.
49 T. H. B. M'Geo ...	Brezza	Brezza and Pine Ridge	Two	Horseback	52 0 0	31 Dec., 1871.
50 Wm. Pinkerton ...	Scone.....	Scone and Moonan Brook.....	One	do	47 0 0	31 Dec., 1870.
51 P. Morrissey.....	do	Scone, Thornthwaite, and Merriwa, via Wabong and Hill's Creek.	do	do	70 0 0	31 Dec., 1872.
52 Ed. Williams	Murrurundi	Murrurundi, Yarraman, and Oakley Creek.	do	do	88 0 0	31 Dec., 1870.
53 Geo. Beasley.....	Talbragar	Cassilis, Turce, and Coolah	Two	do	70 0 0	31 Dec., 1870.
54 G. Montgomery ...	Coonabarabran	Coolah and Coonabarabran	One	do	72 0 0	31 Dec., 1870.
55 Julia Cockburn ...	do	Coonabarabran and Gulligal, via Melville Plains.	do	do	75 0 0	31 Dec., 1871.
56 Jno. M'Cubbin.....	Denison Town ...	Denison Town and Cobbora.....	Two	do	60 0 0	31 Dec., 1870.
57 W. J. Weston, jun.	Cobbora.....	Cassilis and Denison Town, via Tongva and Uarbry.	do	do	85 0 0	31 Dec., 1872.
58 A. M'Clelland	Nundle	Goonoo Goonoo, Bowling Alley Point, Nundle, and Hanging Rock.	Three.....	do	123 0 0	31 Dec., 1872.
59 R. Cross	Currabubula	Goonoo Goonoo and Currabubula.	One	do	12 0 0	31 Dec., 1871.
60 John Graham	Bowling Alley Point.	Bowling Alley Point and Dungowan.	do	do	25 0 0	31 Dec., 1870.
61 Alex. M'Clelland...	Nundle	Dungowan and Tamworth, via Nemingha Flat (to travel along the Peel River).	do	do	55 0 0	31 Dec., 1870.
62 Hy. James	Rocky River	Uralla and Rocky River	Three.....	do	23 0 0	31 Dec., 1870.
63 C. Edwards, jun....	Bendemeer	Bendemeer and Walcha	Two	do	79 0 0	31 Dec., 1871.
64 Jas. King	Bundarra	Bendemeer, Bundarra, and Inverell.	One	do	115 0 0	31 Dec., 1872.
65 W. M. Stevenson and James Braham.	Armidale	Armidale and Bundarra	do	do	70 0 0	31 Dec., 1870.
66 Do	do	Armidale and Walcha	do	do	60 0 0	31 Dec., 1870.
67 W. Wallis—(Cancelled. See supplementary notice.)	Goondawindi ...	Armidale and Inverell, via Eversleigh, Ollera, Moredon, Paradise Creek, and Newstead.	Two	do	197 0 0	31 Dec., 1872.

* Contractor allowed £20 per annum extra for a three times a week additional communication, from 1st March, 1870. In consequence of the railway extension to Aberdeen, that portion of contract between Muswellbrook and Aberdeen cancelled from 15th October, 1870.

G—continued.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of termination of Contracts.
Names.	Addresses.					
68 W. H. Brown	Ashford	Inverell and Ashford, via Byron and Buckalla.	No. of times per week. One	Horseback	£ s. d. 68 0 0	31 Dec., 1870.
69 R. J. Nowland	Gunnedah	Gunnedah, Gulligal, Narrabri, Wee Waa, and Wallgett.	Two	Coach and horseback.	480 0 0	31 Dec., 1870.
£1 10s. to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.						
70 Wm. M'Kenzie	Pilliga	Coonamble, Baradine, and Pilliga.	One	Horseback	87 0 0	31 Dec., 1872.
71 Mrs. Cath. Hume— (Transferred to W. Hume, from 21st Nov., 1870.)	Gunnedah	Gunnedah and Coolah, via Mellaly's.	do	do	90 0 0	31 Dec., 1871.
72 Hy. Searle	Morce	Barraba and Moree, via Tarcela, Mount Lindsay, Currangandi, Ullebarrella, Eulourie, Pallal, Derra, Banghet, Gineroi, Gravesend, Binnigi, and Baldwin's.	do	do	150 0 0	31 Dec., 1871.
73 D. Pinkerton	Cobbedah	Cobbedah and Moree, via Crawley's Station, Currangandi, Ullebarrella, Eulorie, Rocky Creek, Terri-hi-hi, and Ticanna.	do	do	127 0 0	31 Dec., 1870.
74 D. Cornie	Pilliga	Wallgett, Baradine, and Coonabarabran, via Kienby, by the Castlereagh River to its junction with the Barwon.	do	do	306 0 0	31 Dec., 1870.
75 M. Reddon	Wallgett	Wallgett and Mungendie, via Collarenebri and Barrington.	do	do	99 5 0	31 Dec., 1872.
76 Wm. Howlett and D. M. Jones.	Bourke	Wallgett, Brewarrina, and Bourke, via Moorabri.	Two	do	526 10 0	31 Dec., 1870.
77 Jno. Williams	Wallgett	Wallgett and Tate's Station, Cullagoa River, via "Gideon's Inn," Forrester's, on the Barwon and Narran Rivers, Thorold's, on Bokhara River, and Currawillinghi.	One	do	228 0 0	31 Dec., 1870.
78 Wm. Smith	Pilliga	Warialda, Moree, and Narrabri, via Boolaroo.	do	do	119 0 0	31 Dec., 1872.
79 J. B. Brand	Moree	Moree and Kinnopia	do	do	70 0 0	31 Dec., 1872.
80 M. M'Cabe	do	Kunopia and Goondawindi	do	do	39 0 0	31 Dec., 1872.
81 Do.	do	Moree and Mungindie, via Curragundi, Bunaba, and Yarrawa.	do	do	99 0 0	31 Dec., 1872.
82 Catherine Hume— (Transferred to W. Hume, from 21st Nov., 1870.)	Gunnedah	Tamworth, Carroll, and Gunnedah	Two	do	100 0 0	31 Dec., 1872.
83 Geo. Lovell	Goondawindi	Warialda and Goondawindi, via Gournama.	One	do	109 0 0	31 Dec., 1872.
84 M. Maher	do	Warialda and Goondawindi, via Oregon, Gunyerwaraldi, Yalaroi, Tooloona, Mungle Creek, Coppermarenbillen, and Boggabilli.	do	do	123 11 11	31 Dec., 1871.
85 Geo. Burton	Grafton	Armidale and Grafton	do	do	200 0 0	31 Dec., 1870.
86 John Brown	Casino	Grafton and Casino	do	do	70 0 0	31 Dec., 1870.
87 W. Drury	do	Lawrence and Casino	do	2-horse buggy.	100 0 0	31 Dec., 1870.
10s. to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.						
88 T. Borton	do	Woolli, Clarence River Heads, and Ballina (Richmond River Heads), via Woodburn and Wardell's.	do	Horseback and by boat.	140 0 0	31 Dec., 1872.
89 Do.	do	Casino, Lismore, and Richmond River Heads.	do	Horseback	76 0 0	31 Dec., 1870.
90 Wm. Drury	do	Casino, Codrington, and Woodburn.	do	do	56 0 0	31 Dec., 1871.
91 Do	do	Codrington and Wyrallah	do	do	20 0 0	31 Dec., 1871.
92 John O'Kelly	do	Tabulam and Tooloom	do	do	100 0 0	31 Dec., 1870.
93 Jno. Boyd	do	Casino and Kynnumboon	do	do	155 0 0	31 Dec., 1871.
94 Wm. Drury	do	Casino and Tabulam, via Wooroolgin, Dyraba, and Sandiland.	do	do	60 0 0	31 Dec., 1870.
95 S. Davison	Tenterfield	Grafton, Tabulam, Tableland, Timbarra, and Tenterfield, calling at Etonswill, Smith's Flat, Gordon Brook, and Yulgilbar (in time of flood to travel by the surveyed road).	Two	do	280 0 0	31 Dec., 1871.
96 Thomas Clark	Oban	Falconer and Oban	One	do	25 0 0	31 Dec., 1871.

G—continued.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of termination of Contracts.
Name.	Address.					
97 E. Potter	Armidale	Armidale, Falconer, and Glen Innes, via Ben Lomond Station, with branch line from Armidale to Puddledock.	Two	4-horse coach.	£ s. d. 350 0 0	31 Dec., 1872.
£1 to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.						
98 Thos. Pillar—(Cancelled. See supplementary notice.)	Tenterfield	Glen Innes, Dundee, and Tenterfield.	do	do	450 0 0	31 Dec., 1870.
99 E. M. Wright	do	Tenterfield and Ashford, via the south side of the Severn and Clifton Stations.	One	Horseback.	88 0 0	31 Dec., 1872.
100 J. Braham	Glen Innes	Glen Innes and Grafton, via Hook's River, Broad Meadows, Newton Boyd, and the Big Hill.	do	do	160 0 0	31 Dec., 1870.
101 M. Curry — (Cancelled.)	Armidale	Tenterfield and Maryland, via Boonoo Boonoo and Undercliff.	Two	do	100 0 0	31 Dec., 1870.
102 T. T. Miller	Glen Innes	Glen Innes and Wellingrove.....	do	do	40 0 0	31 Dec., 1870.
103 Wm. Stevenson and James Braham.	Armidale	Wellingrove and Inverell, via King's Plains.	One	do	140 0 0	31 Dec., 1870.
		Wellingrove and Inverell, via Waterloo.	do	do		
104 G. R. Millor	Inverell	Inverell and Warialda, via Bannockburn, Reedy Creek, and Gragin.	do	do	75 0 0	31 Dec., 1870.
105 Jas. Duffy	Casino	Casino and Unumgar (Sherwood's Station).	do	do	40 0 0	31 Dec., 1872.
SUBURBAN LINES.						
1. W. Lock—(Transferred to L. Lawrence, from 1 July, 1870.)	Tempe	General Post Office and Watson's Bay, via St. Mark's and Waverley.	Six	Omnibus, 2 horses.	70 0 0	31 Dec., 1872.
1s. to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.						
2 J. Wiggins	Botany	General Post Office, Waterloo, and Botany.	Twelve	Omnibus, 2 or more horses.	60 0 0	31 Dec., 1872.
1s. to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.						
3 E. Alexander	Parramatta-street Sydney.	General Post Office and Bankstown, via Camperdown, Petersham, Ashfield, Enfield, and Bark Hutts.	Six	Coach drawn by not less than 2 horses, or on horseback.	46 0 0	31 Dec., 1872.
1s. 6d. to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.						
4 Charlotte L. Fairbairn.	Marrickville	Newtown and Marrickville	do	On foot ...	15 0 0	31 Dec., 1870.
5 Wm. Lock—(Transferred to P. O'Grady, from 8th Aug., 1870.)	Tempe	General Post Office, St. Peter's, and Tempe.	Twelve	Coach drawn by 2 horses. Horseback	60 0 0	31 Dec., 1872.
		St. Peter's, Gannon's Forest, and Kogarah.	Three			
6 Jno. Walsh	Randwick	General Post Office, Randwick, and Coogee.	Twelve	Coach drawn by 2 or more horses.	60 0 0	31 Dec., 1870.
6d. to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.						
7 E. M'Namara	108, Dowling-st., Woolloomooloo.	General Post Office and Moore's Wharf, and General Post Office and Circular Quay.	On arrival and despatch of English Mails.	Vehicles...	80 0 0	31 Dec., 1870.

PARTICULARS of a Contract entered into for the conveyance of Post Office Mails, from the 1st January, 1870.

No.	Contractor's		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of termination of Contract.
	Name.	Address.					
108	C. J. Conway	Brewarrina	NORTHERN ROAD. Brewarrina and Brenda, via Borkira and Bree Rivers.	No. of times per week. Once	Horseback	£ s. d. 1 0 0	1870. 31 Dec.

G—continued.

PARTICULARS of a Contract entered into for the conveyance of Post Office Mails, from the 15th January, 1870.

No.	Contractor's		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of termination of Contract.
	Name.	Address.					
*67	R. J. Fitzgerald..... £1 to be paid for every seat required by Government, other than those for Postal Inspector or Mail Guard. Transferred to W. H. Brown, from 8 April, 1870.	West Maitland..	NORTHERN ROAD. Armidale and Inverell, <i>via</i> Eversleigh, Ollera, Moredon, Paradise Creek, and Newstead.	No. of times per week. Two	2or4-horse coach.	£ s. d. 249 0 0	1872. 31 Dec.

* In lieu of contract No. 67, Northern Road, in general list.

PARTICULARS of a Contract entered into for the conveyance of Post Office Mails, from the 1st February, 1870.

No.	Contractor's		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of termination of Contract.
	Name.	Address.					
106	Jas. Walters	Cooma	SOUTHERN ROAD. Cooma and Bobundarrah	No. of times per week. One	Horseback	£ s. d. 38 10 0	1870. 31 Dec.

PARTICULARS of a Contract entered into for the conveyance of Post Office Mails, from the 1st March, 1870.

No.	Contractor's		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of termination of Contract.
	Name.	Address.					
107	John Pratt.....	Junce.....	SOUTHERN ROAD. Junce and Sebastopol Hill, <i>via</i> Junce Recfs.	No. of times per week. One	Horseback	£ s. d. 50 3 4	1870. 31 Dec.

PARTICULARS of Contracts entered into for the conveyance of Post Office Mails, from the 1st April, 1870.

No.	Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of termination of Contracts.
	Names.	Addresses.					
108	Jas. Gormley, T. Beveridge, & P. J. M'Alister	Wagga Wagga..	SOUTHERN ROAD. Wagga Wagga and Albury, <i>via</i> Mangoplah, Cockkindinah, and Gerogery.	No. of times per week. Two	Horseback or by coach	£ s. d. 194 0 0	1872. 31 Dec.
109	Wm. Butler	Cooma	Cooma, Adaminaby, Russell's, and Kiandra, <i>via</i> Middling Bank	One	Horseback	120 0 0	31 Dec. 1871.
110	M. Frost.....	Wheeo	Dalton and Wheeo	Two	do	52 0 0	31 Dec. 1872.
111	F. Hughes	Bourke	Wilcannia and Currawinga	Once a fortnight	do	174 10 0	31 Dec.

PARTICULARS of a Contract entered into for the conveyance of Post Office Mails, from the 16th April, 1870.

No.	Contractor's		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of termination of Contract.
	Name.	Address.					
*66	Thomas Feency	Murga	WESTERN ROAD. Forbes and Young, <i>via</i> Emu Creek.	No. of times per week. Two	Horseback	£ s. d. 280 0 0	1871. 31 Dec.

* In lieu of No. 66, Western Road, in general list.

G—continued.

PARTICULARS of Contracts entered into for the conveyance of Post Office Mails, from the 1st May, 1870.

No.	Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of termination of Contracts.
	Names.	Addresses.					
112	P. Johnson	Murrumbidgee, Yass.	SOUTHERN ROAD. Yass and Woolgarlo	No. of times per week. Two	Horseback	£ s. d. 35 0 0	1872. 31 Dec.
106	M. Murphy	Denman	NORTHERN ROAD. Denman and Crabbe Creek, <i>via</i> Belmont.	Three	do	57 0 0	31 Dec.
107	M. Madden—(transferred to G. Ridgway, from 1st Sept., 1870).	Myall River	Myall River and Clarkin's Crossing-place, <i>via</i> Upper Myall River and Bunyah Station.	One	do	51 15 0	31 Dec.

PARTICULARS of a Contract entered into for the conveyance of Post Office Mails, from the 1st June, 1870.

No.	Contractor's		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of termination of Contract.
	Name.	Address.					
113	R. Smithwick	Talmalmei, Bowna.	SOUTHERN ROAD. Bowna and Welaregang, <i>via</i> Camberooona, Wagra, Dora Dora, Talmalmei, and Meracket.	No. of times per week. Two	Horseback	£ s. d. 153 0 0	1872. 31 Dec.

PARTICULARS of a Contract entered into for the conveyance of Post Office Mails, from the 15th June, 1870.

No.	Contractor's.		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of termination of Contract.
	Name.	Address.					
*98	Edward Potter	Glen Innes	NORTHERN ROAD. Glen Innes, Dundee, and Ten-terfield.	No. of times per week. Two	4-horse coach.	£ s. d. 400 0 0	1872. 31 Dec.

* In lieu of Contract No. 98, Northern Road, in general list.

PARTICULARS of a Contract entered into for the conveyance of Post Office Mails, from the 1st July, 1870.

No.	Contractor's.		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of termination of Contract.
	Name.	Address.					
114	George Couch	Burrowa	SOUTHERN ROAD. Burrowa and Rye Park (Pudman's Creek).	No. of times per week. One	Horseback	£ s. d. 15 12 0	1872. 31 Dec.

PARTICULARS of Contracts entered into for the conveyance of Post Office Mails, from the 8th August, 1870.

No.	Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of termination of Contracts.
	Names.	Addresses.					
115	O. Malone	Braidwood	SOUTHERN ROAD. Braidwood and Queanbeyan, <i>via</i> Blackheath.	No. of times per week. One	4-wheeled vehicle, one or more horses.	£ s. d. 75 0 0	1872. 31 Dec.
116	John Slattery	Towamba	Eden and Towamba	do	Horseback	18 0 0	31 Dec.
*82	M. Doohan	Wilcaunia	Wentworth, Menindie, and Wilcannia.	do	4-wheeled coach, two horses.	570 0 0	31 Dec.

* In lieu of Contract No. 82, Southern Road, in general list.

G—continued.

PARTICULARS of a Contract entered into for the conveyance of Post Office Mails, from the 8th August, 1870.

No.	Contractor's		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of termination of Contract.
	Name.	Address.					
77	J. Bates	St. Mary's	WESTERN ROAD. Railway Station, South Creek, and Post Office, St. Mary's.	No. of times per week. Twelve ..	.....	£ s. d. 20 0 0	1872. 31 Dec.

PARTICULARS of Contracts entered into for the conveyance of Post Office Mails, from the 15th August, 1870.

No.	Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of termination of Contracts.
	Names.	Addresses.					
78	W. Robbins.....	Guntawang	WESTERN ROAD. Guntawang and Gulgong	No. of times per week. Two	Horseback	£ s. d. 35 0 0	1872. 31 Dec.
*63	P. Woods	Young	SOUTHERN ROAD. Burrowa, Marengo, and Young	Two	4-wheeled vehicle, two horses.	125 0 0	1871. 31 Dec.

* In lieu of Contract No. 63, Southern Road, in general list.

PARTICULARS of a Contract entered into for the conveyance of Post Office Mails, from the 1st September, 1870.

No.	Contractor's		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of termination of Contract.
	Name.	Address.					
*53	B. O'Brien	Rockley.....	WESTERN ROAD. Rockley, Trunkay Creek, and Tuena.	No. of times per week. One.....	Horseback	£ s. d. 65 0 0	1872. 31 Dec.

* In lieu of Contract No. 53, Western Road, in general list.

PARTICULARS of a Contract entered into for the conveyance of Post Office Mails, from the 1st October, 1870.

No.	Contractor's		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of termination of Contract.
	Name.	Address.					
79	Wm. O'Neill	Cannonbar	WESTERN ROAD. Cannonbar and Brewarrina (to travel along the left bank of the Marra Creek).	No. of times per week. One.....	Two-horse buggy.	£ s. d. 135 0 0	1871. 31 Dec.

PARTICULARS of Contracts entered into for the conveyance of Post Office Mails, from 1st October, 1870.

No.	Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of termination of Contracts.
	Names.	Addresses.					
80	J. F. Williams	Guyong.....	WESTERN ROAD, Cadia & Forest Reefs (Osborne Reefs).	No. of times per week. One.....	Horseback	£ s. d. 16 0 0	1871. 31 Dec.
81	J. B. Keen	Oberon	Oberon and Black Springs....	do ..	do ..	19 10 0	1872. 31 Dec.
117	F. Blanchard	Animbo.....	SOUTHERN ROAD, Ballalaba & Animbo (Jingera)	do ..	do ..	40 0 0	1871. 31 Dec.

H.

H.

Money Order Office,
Sydney, 3 May, 1871.

Sir,

I do myself the honor to inform you that the following tabular statement will show the business transacted in the Money Order Department during the year 1870, as compared with that of the year 1869, viz. :—

Year.	Number of Offices on 31st Dec.	Orders issued.		Orders paid.	
		Number.	Amount.	Number.	Amount.
1869.....	164	66,062	£ 288,476 1 9 s. d.	59,129	£ 263,297 13 2 s. d.
1870.....	176	65,743	289,325 0 4	58,386	258,321 12 4

2. It will be seen that twelve additional agencies were established during last year. These were at the following places, viz. :—Brewarrina, Coorabong, Euston, Glanmire, Jacqua, Jereelderie, Rocky Mouth, St. Leonards, Taralga, Trunkey Creek, Warren, and Wingham.

3. The usual statistical tables are annexed, from which the transactions will be seen in detail.

4. The Revenue and Expenditure of the Money Order Department during the same period will be seen from the following return :—

Revenue.	Expenditure.
£3,139 14 2	£2,952 16 3

5. Notwithstanding the depression in business during the year 1870, owing to the floods, which were prevalent almost throughout the Colony, I am happy to state that the expenditure of the department in that year was covered by its revenue.

6. On reference to the annexed return, No. 3, it will be seen that there was a large increase, in 1870, in the issue of Orders on the United Kingdom, probably accounted for by the unsettled state of Europe through the Franco-Prussian war. Large sums of money were frequently tendered for Money Orders on the United Kingdom, with offers of an increased rate of commission, which sums of money were declined, being largely in excess of the amount fixed by the regulations of the department. These offers were no doubt made owing to the increased rate of exchange at the various Banks, and to the fact that there was a manifest disposition on the part of the public to prefer the security of the Government.

7. There is every desire to largely extend the money order system, but the office accommodation provided in the temporary building, for the transaction of the money order business of the head office, is already found to be too limited, and this must operate against my recommending, at the present time, the establishment of agencies at many places, which I am persuaded would add to the money order business. It is hoped that, in the new Post Office, which I observe is approaching its completion, ample accommodation will be afforded to the Money Order Department, and that the apportionment of space may not be calculated upon the present business of the Department, but that it may be allotted with every regard to a largely increased business, which is almost certain to take place within a very few years.

I have, &c.,

F. W. HILL,
Superintendent.

No. 1.

COMPARATIVE RETURN, showing the number and amount of Money Orders issued, with the amount of Commission thereon, and the number and amount of Money Orders paid, in New South Wales, each year since the commencement of the system, to 31st December, 1870.

Year.	Number of Offices.	Orders Issued.			Orders Paid.	
		Number.	Amount.	Commission.	Number.	Amount.
			£ s. d.	£ s. d.		£ s. d.
1863.....	18	11,478	53,861 14 4	614 19 6	8,425	40,871 19 9
1864.....	68	21,912	105,899 13 10	1,203 12 6	16,683	84,139 3 2
1865.....	73	28,469	130,746 12 0	1,439 1 0	23,556	112,367 0 0
1866.....	113	41,968	196,071 5 4	2,055 13 0	35,398	168,241 13 4
1867.....	120	60,846	240,062 1 8	2,656 11 0	53,619	210,321 4 1
1868.....	158	56,492	247,488 19 10	2,526 9 6	50,437	222,570 11 8
1869.....	164	66,062	288,476 1 9	2,863 19 0	59,129	263,297 13 2
1870.....	176	65,743	289,325 0 4	2,923 15 6	58,386	258,321 12 4

RETURN, showing the total number and amount of Money Orders issued, and the total number and amount of Money Orders paid, at the several Money Order Offices in New South Wales, during the year 1870.

Name of Office.	Orders Issued.		Orders Paid.		Name of Office.	Orders Issued.		Orders Paid.	
	Number.	Amount.	Number.	Amount.		Number.	Amount.	Number.	Amount.
Aberdeen	294	£ 1,205 0 9	40	£ 221 9 0	Little Hartley ..	149	£ 661 15 3	29	£ 171 15 11
Adaminaby	143	425 9 6	23	79 11 3	Liverpool	177	657 5 1	136	469 12 3
Adelong	495	1,862 13 1	81	261 2 1	Lochinvar	89	362 16 6	289	1,434 5 7
Albury	309	915 13 9	274	1,166 12 1	Louisa Creek ..	98	405 18 0	8	61 10 9
Appin	55	186 7 10	14	56 2 7	Marulan	73	256 19 2	46	206 7 9
Araluen	725	2,874 15 7	183	1,091 4 8	Merimbula	182	751 17 3	30	107 17 6
Armidale	681	2,834 9 5	298	1,086 0 11	Merriwa	260	897 15 9	44	213 9 3
Ashfield	39	116 18 0	28	84 6 4	Milton	89	467 12 5	22	60 18 10
Ashford	69	251 18 7	2	18 0 0	Minmi	44	157 2 5	3	4 13 3
Ballina	270	1,466 6 3	66	431 0 0	Moama	84	425 10 11	21	84 18 1
Balmain	207	661 5 11	138	471 13 10	Molong	396	2,385 6 8	27	137 7 4
Balranald	149	858 15 1	18	110 7 6	Mooroolooloon ..	136	311 9 2	48	246 12 1
Barraba	31	255 10 5	15	50 16 10	Morpeth	284	1,013 17 11	289	1,452 1 0
Bathurst	1,828	7,333 14 7	1,241	5,327 11 5	Moruya	1,955	14,585 18 10	147	758 3 11
Boga	329	1,189 15 2	112	516 16 5	Moss Vale	81	271 13 1	72	270 3 0
Bendemeer	114	490 18 0	11	58 11 1	Mudgee	1,114	4,793 3 4	404	1,844 0 3
Berrima	261	654 17 3	127	645 2 6	Murrumburrah ..	140	627 19 7	48	222 6 4
Binalong	87	312 18 2	12	36 19 0	Murrumbidgee ..	566	2,116 13 8	212	943 19 10
Bingera	124	475 1 2	23	79 14 6	Muswellbrook ..	1,127	5,301 1 3	658	2,687 18 3
Blayney	48	169 5 3	13	57 13 6	Narrabri	409	2,044 5 0	46	189 16 4
Bodalla	86	721 19 3	5	27 9 8	Nattai	196	739 3 10	243	743 17 3
Bombala	742	4,802 4 6	108	420 12 1	Nelligen	345	1,996 0 5	31	166 0 4
Bourke	237	1,061 13 11	29	187 11 4	Nerrigundah ..	156	876 1 4	19	55 13 11
Bowenfels	157	943 6 11	51	266 15 9	Newcastle	2,280	8,496 7 5	919	3,665 4 0
Braidwood	855	3,519 11 5	325	1,304 4 2	Newtown	361	1,497 14 8	251	938 14 6
Branxton	160	676 13 9	147	897 7 1	Nimitybelle ..	213	1,247 1 6	8	27 9 2
Breca	35	125 9 8	8	26 2 10	Nowra	93	297 15 7	21	81 10 1
Brewarrina, B ..	16	85 7 1	2	6 8 6	Numba	91	394 19 5	45	179 12 2
Broughton's Crk.	80	264 7 9	21	95 12 3	Nundle	649	4,278 10 3	67	383 15 3
Bundarra	137	503 4 4	13	50 19 4	Orange	926	3,365 5 11	426	1,987 13 0
Bungendore	105	385 1 9	20	70 5 4	Paddington	67	246 1 1	79	318 6 5
Burrowa	350	1,167 2 9	48	192 4 2	Parramatta	506	1,978 17 1	861	3,934 6 4
Burwood	23	42 15 11	33	134 10 6	Paterson	217	1,304 5 9	63	335 19 11
Camden	210	641 2 8	183	735 3 8	Penrith	334	1,015 15 7	294	1,189 7 4
Campbelltown ..	279	933 1 6	180	807 15 5	Picton	205	799 9 9	105	389 10 4
Camperdown ..	30	121 7 4	48	137 9 2	Port Macquarie ..	471	2,421 12 10	83	384 16 6
Cannonbar	54	293 19 10	16	52 10 11	Queanbeyan	489	1,841 0 2	135	663 6 4
Carcoar	221	783 3 5	75	271 7 5	Raymond Terrace	161	465 8 8	121	453 2 2
Cargo	98	239 4 0	31	170 2 0	Redfern	135	541 9 6	92	278 4 6
Casino	615	4,633 5 2	66	295 8 0	Richmond	155	510 13 0	89	333 9 1
Cassilis	684	5,228 4 2	43	152 0 2	Rockley	209	722 7 1	25	138 4 2
Clarence Town ..	86	267 8 4	53	231 13 4	Rocky Mouth, B ..	42	227 19 2	2	1 6 0
Cooma	632	2,306 17 7	160	562 2 3	Rydal	583	2,951 15 11	102	430 4 9
Coonabarabran ..	409	2,840 10 4	19	91 17 1	Ryde	59	136 8 0	40	155 3 9
Coonamble	158	495 4 11	38	238 0 7	Rylstone	80	324 0 3	15	72 16 10
Cooranbong, A ..	54	255 2 2	11	60 17 0	St. Leonards, B ..	13	50 17 7	7	18 15 6
Cowra	347	1,682 1 10	54	301 18 0	Seone	790	4,436 7 5	118	677 1 2
Cundletown	30	132 11 2	17	91 2 2	Singleton	966	3,284 17 9	674	3,404 16 2
Dapto	36	127 2 3	7	29 7 6	Sofala	423	1,491 5 8	51	172 8 7
Deniliquin	207	813 17 11	114	435 13 10	Stroud	254	1,463 3 9	35	184 2 0
Denman	113	306 3 0	21	64 16 5	Tambaroora	522	2,261 5 10	54	241 2 5
Dovedale	89	264 0 3	12	82 14 6	Tamworth	810	3,264 13 8	394	1,753 2 8
Dubbo	463	1,887 3 6	123	451 11 3	Tarcutta	77	330 7 1	8	15 6 3
Dungog	187	806 8 7	29	108 13 1	Taralga, A	59	142 19 11	13	51 12 1
East Maitland ..	374	1,323 13 9	298	1,057 3 3	Tarce	213	986 17 3	23	73 6 2
Eden	261	1,211 10 9	51	174 6 8	Ten-mile Creek ..	167	548 13 2	12	61 10 8
Emu	44	242 11 9	22	89 19 10	Tenterfield	225	1,006 14 3	74	305 7 3
Euston, B	26	100 15 2	.....	.....	Terara	221	743 0 11	38	114 13 1
Fish River Creek	141	711 6 8	14	75 3 8	Trunkey Ck., A ..	204	791 15 9	53	267 6 0
Forbes	494	1,912 3 7	202	715 2 3	Tunnot	850	4,653 2 5	158	762 3 5
Gladsville	55	299 8 7	3	12 7 0	Ulladulla	98	359 6 9	26	109 4 1
Glanmire, A	26	137 13 8	2	9 10 0	Ulmara	105	385 0 7	12	44 1 5
Globe	125	686 14 5	41	96 11 3	Uralla	653	4,674 4 7	67	345 7 3
Glen Innes	237	693 0 11	62	217 17 10	Urana	115	260 1 9	11	39 4 8
Gosford	199	1,071 15 7	31	124 6 0	Wagga Wagga ..	815	3,670 10 1	267	1,072 14 0
Goulburn	1,840	6,701 5 11	1,148	4,502 16 8	Walcha	263	1,088 6 2	84	200 1 9
Grafton	801	3,156 1 5	171	710 16 4	Wallgett	47	306 19 2	13	68 6 2
Grenfell	973	3,761 13 7	232	913 1 2	Wallsend	349	1,520 18 8	35	105 14 1
Gulligal	32	157 18 6	12	79 17 0	Waratah	535	2,133 12 8	55	223 1 7
Gundagai	730	2,432 16 7	158	689 17 1	Warren, B	13	83 13 0	1	1 11 6
Gundaroo	132	508 3 7	26	193 14 1	Warialda	118	592 19 8	9	39 13 3
Gunnedah	354	1,669 8 0	48	221 18 7	Waterloo	72	190 7 11	86	286 12 0
Gunning	207	894 10 1	56	280 10 10	Wellingrove	42	160 7 11	5	9 19 6
Hartley	207	785 10 1	54	198 6 9	Wellington	416	2,195 5 10	75	327 5 3
Hay	228	901 14 5	44	209 15 7	Wentworth	122	630 9 5	19	80 12 11
Hexham	44	124 19 10	163	545 3 7	West Maitland ..	1,073	4,137 7 10	1,682	6,948 7 10
Hunter's Hill ..	11	48 0 0	4	14 17 6	Wicannia	101	570 4 5	18	89 4 1
Inverell	475	2,009 11 4	125	666 14 5	Windeyer	159	1,194 13 3	19	65 3 7
Ironbarks	115	421 15 4	42	214 0 5	Windsor	407	1,634 6 11	273	1,114 3 9
Jacquin, B	10	54 3 0	8	53 14 5	Wingham, A	157	1,080 1 10	9	44 10 9
Jamberoo	35	154 14 10	15	54 19 11	Wollombi	189	667 15 4	60	265 18 6
Jewelderie, B ..	17	80 3 11	2	10 12 6	Wollongong	493	1,640 5 10	330	1,226 12 7
Jerry's Plains ..	35	136 1 6	11	42 8 0	Woonona	93	320 14 5	37	208 0 8
Kolso	90	469 4 1	16	89 15 0	Yass	735	2,387 17 10	330	1,342 12 1
Kempsey	196	756 19 11	110	501 17 7	Young	827	3,326 2 6	265	1,072 4 8
Kiama	436	1,646 3 7	166	673 8 2	Sydney	11,652	50,034 11 0	37,941	171,008 17 9
Kiandra	218	1,019 19 0	32	191 10 10	Totals	65,743	289,325 0 4	58,386	258,321 12 4
Lismore	139	524 11 11	44	306 12 4					
Lithgow	191	772 9 3	31	161 12 11					

NOTE.—A, opened 1st March; B, opened 1st September.

No. 3.

RETURN, shewing the various places where the Money Orders issued in New South Wales, during the year 1870, were made payable.

Where Payable.	Number.	Amount.
In England	5,647	£ 24,103 9 11
Ireland	2,320	9,899 2 0
Scotland	1,033	4,038 3 5
New Zealand	331	1,539 15 10
Queensland	816	3,432 0 2
South Australia	260	967 18 9
Tasmania	271	1,314 14 11
Victoria	2,900	11,696 11 11
Western Australia	15	58 5 0
New South Wales	52,150	232,274 18 5
Totals	65,743	289,325 0 4

No. 4.

RETURN, shewing the various places where the Money Orders paid in New South Wales, during the year 1870, were issued.

Where Issued.	Number.	Amount.
In England	1,005	£ 4,129 0 11
Ireland	59	244 4 6
Scotland	47	131 2 2
New Zealand	1,017	4,944 8 3
Queensland	1,990	9,021 8 7
South Australia	200	809 9 11
Tasmania	208	824 15 8
Victoria	1,687	5,998 11 7
Western Australia	46	346 15 4
New South Wales	52,127	231,871 15 5
Totals	58,386	258,321 12 4

I.

REPORT of the Superintendent of Telegraphs on the progress of Telegraphic construction in New South Wales, for the year 1870.

Sir,

In forwarding my annual Report for the year 1870, I have the honor to give the following statement of Telegraph extensions for that period, viz. :—

From Picton to Goulburn, double wire; 81 miles—Cost	£4,000 7 10
„ Castle Hill to Barranjuoy..... 30 „ „	1,116 12 4
„ Eden to Gabo Island..... 374 „ „	2,048 13 6
„ Grafton to Clarence River Heads 48 „ „	2,048 10 5
„ Kiama to Jervis Bay 54 „ „	2,776 10 0
„ Sydney to Randwick Racecourse 4 „ „	99 4 5

The unfinished lines, but near completion, were,—

From Wyandah to Casino } both guaranteed.
„ Bathurst to Carcoar }

The second wire along the Railway to Bathurst, and which when completed will greatly facilitate despatch with the Western Districts.

The following new Stations have been opened at the undermentioned dates, viz. :—

At Barranjuoy, 1st January; Rockymouth and Clarence Heads, 1st March; Ullmarra, 9th June; Terrara (guaranteed) and Jervis Bay, 18th April; West Kempsey, on the Armidale and Port Macquarie line (guaranteed), 28th May.

STATEMENT showing number of Messages sent from each Telegraph Station during the year ending 31st December, 1870 :—

Stations.	Number of Messages.	Amount.	Stations.	Number of Messages.	Amount.
Sydney	52,304	£ 12,452 2 4	Marulan	438	£ 59 16 10
Redfern	1,115	162 7 11	Goulburn	3,353	543 10 1
Parramatta	1,514	135 2 10	Braidwood	2,076	347 16 10
Liverpool	307	29 14 8	Queanbeyan	780	153 17 8
Campbelltown	430	43 13 11	Araluen	1,074	119 3 11
Wollongong	881	121 7 10	Cooma	1,308	282 8 9
Kiama	783	132 14 3	Bombala	1,567	314 17 8
Terrara	301	59 12 7	Moruya	537	121 4 5
Picton	183	26 16 10	Eden	459	91 19 3
Nattai	342	51 5 2	Merimbula	476	67 3 10
Berrima	278	34 2 2	Bega	1,009	174 1 2

STATEMENT, &c.—continued.

Stations.	Number of Messages.	Amount.			Stations.	Number of Messages.	Amount.		
		£	s.	d.			£	s.	d.
Yass	1,656	283	12	9	Wollombi	208	29	19	4
Burrowa	733	119	19	6	Maitland	4,750	837	3	9
Gundagai	1,006	182	5	6	East Maitland	1,185	166	12	9
Kyamba	70	12	13	4	Morpeth	872	104	16	10
Albury	19,464	482	3	5	Raymond Terrace	372	39	8	3
Adelong	760	114	1	9	Nelson's Bay	129	11	4	0
Tumut	978	141	19	6	Port Stephens	30	0	8	3
Kiandra	242	40	6	9	Newcastle	7,541	1,407	16	2
Wagga Wagga	3,233	766	19	10	Singleton	1,367	212	13	10
Urana	357	71	18	4	Muswellbrook	2,195	265	9	6
Deniliquin	2,810	623	5	5	Seone	591	72	7	8
Hay	1,855	454	2	8	Denman	400	51	9	10
Moulamein	308	67	13	4	Murrurundi	956	176	13	10
Balranald	678	142	17	10	Tamworth	1,675	335	18	7
Euston	293	56	0	9	Gunnedah	926	161	13	1
South Head	4,418	344	3	10	Narrabri	881	164	6	9
Penrith	349	13	9	6	Bendemeer	198	30	17	2
Penrith	857	84	5	7	Uralla	476	54	3	1
Mount Victoria	879	44	14	5	Armidale	2,098	429	18	5
Bowenfels	570	72	8	3	Port Macquarie	777	133	1	3
Rydal	742	86	18	1	West Kempsey	715	132	16	4
Bathurst	3,104	534	14	11	Glen Innes	882	158	6	10
Orange	1,177	212	9	4	Inverell	760	154	6	6
Forbes	1,316	274	18	0	Tenterfield	10,909	236	10	3
Young	1,526	294	15	8	Grafton	2,843	635	17	10
Grenfell	1,742	316	16	4	Rockymouth	369	49	17	1
Sofala	457	60	18	10	Ullmarra	241	33	5	0
Tambaroora	688	112	8	8	Moama	2	0	14	9
Mudgee	1,795	377	7	7					
Cassilis	290	34	9	5	Total	173,812	28,550	4	8
Merriwa	566	88	10	7	Balances on Intercolonial Business		2,225	10	11
Wellington	571	100	7	6	Balances on Guaranteed Lines		1,262	3	3
Dubbo	1,500	252	10	11					
Richmond	830	84	15	3					
Windsor	757	81	8	3					
Wiseman's Ferry	132	14	15	3					

RETURN showing the number of Messages transmitted and the amount of Revenue collected during the half-year ended 31st December, 1870, as compared with the corresponding period in 1869.

Month of	1869.		1870.	
	Number of Messages.	Amount.	Number of Messages.	Amount.
July	12,489	£ 2,658 3 4	14,934	£ 2,086 18 5
August	11,807	2,491 10 4	16,289	2,175 1 10
September	13,029	2,668 10 3	18,428	2,374 0 4
October	11,995	2,567 0 4	16,929	2,392 10 5
November	12,250	2,532 16 11	16,682	2,358 7 8
December	14,446	2,996 7 2	17,869	2,361 15 1
	76,016	15,914 8 4	101,131	13,748 13 9

Decrease in the Revenue on the half-year, as compared with the corresponding period in 1869,—£2,165 14s. 7d.
Increase in the number of Messages for the same period,—25,115.

Statement of Revenue from all sources and of Departmental Expenditure, from 1st January to 31st December, 1870:—

Revenue from 86 stations	£28,550 4 8
Balance on Intercolonial business	2,225 10 11
Do. on Guaranteed lines	1,262 3 3
	£32,037 18 10
Expenditure	29,830 8 5
Net profit	£2,207 10 5

Total extent of lines,—5,247 miles.

Cost of construction,—£195,544 15s. 7d.

Reduced charges for telegraphic messages came into operation on the 1st July, 1870, since which date a considerable increase in the number of messages has resulted; for the last six months in 1869 the total number of telegrams was 76,016, and the amount received £15,914 8s. 4d., and for the same period in 1870 the number of messages was 101,131, yielding only £13,748 13s. 9d., showing an increase in the number of messages of 25,115, being fully equal to 25 per cent., and a decrease in the revenue on the half-year, as compared with the corresponding period in 1869, of £2,165 14s. 7d.

I have, &c.,

E. C. CRACKNELL,
Superintendent of Telegraphs.

1870-71.

NEW SOUTH WALES.

STEAM POSTAL COMMUNICATION.
(TIME-TABLE.)

Presented to both Houses of Parliament, by Command.

THE SECRETARY OF STATE FOR THE COLONIES TO THE OFFICER ADMINISTERING THE GOVERNMENT OF
NEW SOUTH WALES.

(Circular.)

Downing-street,
1 November, 1870.

My LORD,

I transmit to you, for your information, copies of the Time-table issued by the Peninsular and Oriental Steam Navigation Company, showing the movements of their steamers during the year 1871.

I have, &c.,
KIMBERLEY.

1870-71.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

STEAM POSTAL SERVICE *via* SAN FRANCISCO.

(CORRESPONDENCE.)

Ordered by the Legislative Assembly to be Printed, 1 February, 1871.

SCHEDULE.

Correspondence relating to existing Service.

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3. The Postmaster General, New South Wales, to the Postmaster General, New Zealand, dated 24 March, 1870	2
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7. Minute from the Postmaster General, New South Wales, to the Cabinet, dated 27 July, 1870, with Minute of Cabinet thereon, dated 27 July, 1870	4
8. The Postmaster General, New Zealand, to the Postmaster General, New South Wales, dated 2 August, 1870, with Minute of the Cabinet of New South Wales, dated 22 August, 1870	4
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11. The Colonial Secretary, New South Wales, to the Colonial Secretary, New Zealand, dated 29 August, 1870.....	6
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13. The Postmaster General, New Zealand, to the Postmaster General, New South Wales, dated 22 September, 1870. (Enclosure, copy of No. 11. Colonial Secretary, New Zealand, to Colonial Secretary, New South Wales, dated 17 September, 1870)	7
14. The Colonial Secretary, New South Wales, to the Colonial Secretary, New Zealand, dated 10 October, 1870	8
15. The Colonial Secretary, New Zealand, to the Colonial Secretary, New South Wales, dated 13 October, 1870	9
16. H. H. Hall, Esq., to the Postmaster General, dated 7 November, 1870. Minute of the Secretary to the Post Office, New South Wales, dated 9 December, 1870. Minute of the Cabinet, dated 12 December, 1870	9
17. Minute of the Postmaster General of New South Wales, dated 30 December, 1870	9
18. The Colonial Secretary, New Zealand, to the Colonial Secretary, New South Wales, dated 3 December, 1870, with Minute of Postmaster General of New South Wales thereon, dated 4th January, 1871, and Minute of the Cabinet, dated 5th January, 1871	11
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20. The Postmaster General, New Zealand, to the Postmaster General, New South Wales, dated 7 January, 1871	12

Correspondence relating to future Postal Communication.

1. The Colonial Secretary, New South Wales, to Messrs. Cummins & Co., dated 28 January, 1870.....	12
2. Messrs. Cummins & Co., London, to the Colonial Secretary, New South Wales, dated 28 January, 1870	12
3. Agent General for New South Wales to the Colonial Secretary, New South Wales, dated 26 January, 1870	13
4. The Colonial Secretary, New South Wales, to Messrs. Cummins & Co., London, dated 25 March, 1870	13
5. The Colonial Secretary, New South Wales, to the Agent General for New South Wales, dated 25 March, 1870	13
6. The Secretary, Atlantic and Pacific Steamship Corporation, London, to the Colonial Secretary, New South Wales, dated 25 February, 1870, with tender and pamphlet.....	13
7. The Colonial Secretary, New South Wales, to Secretary, Atlantic and Pacific Steamship Corporation, dated 20 April, 1870	16
8. The Secretary, Atlantic and Pacific Steamship Corporation, London, to the Colonial Secretary, New South Wales, dated 25 March, 1870	16
9. The Secretary, Atlantic and Pacific Steamship Corporation, London, to the Colonial Secretary, New South Wales, dated 22 April, 1870	16
10. Messrs. Gilchrist, Watt, & Co., Sydney, to the Colonial Treasurer, dated 13 June, 1870	18
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STEAM POSTAL SERVICE *via* SAN FRANCISCO.

Correspondence relating to existing Service.

No. 1.

THE POSTMASTER GENERAL, N.S.W., to THE POSTMASTER GENERAL, N.Z.

General Post Office,
Sydney, 3 March, 1870.

SIR,

Referring to the contract which is understood to have been entered into between Mr. Hall, of Sydney, and the New Zealand Government, for a mail packet service between Sydney and San Francisco, the first steamer under which contract is advertised to leave Sydney on the 26th instant, I beg to inform you that the Government of this Colony has been applied to for authority to pay to New Zealand the sum of twenty shillings per lb. (the same amount as was charged to the non-contracting Colonies during the existence of the Panama contract) on all correspondence forwarded or received by this Colony by the steamers performing the contract in question.

This sum of twenty shillings per lb. will of course be exclusive of the charge for territorial transit through America, and any other charges that the mails forwarded by this route may be subject to.

If hereafter the Government of this Colony should become a contributor to the cost of the service between Sydney and San Francisco, and its contribution take effect from the commencement of the service, it will of course be understood that any payments at the rate of twenty shillings per lb. that may have been made by this Colony to New Zealand will be refunded by the latter Colony.

I shall be glad to be informed, as early as possible, whether this Colony is at liberty to forward mails on the terms specified herein; and should a reply not be received from you prior to the departure of the first steam-packet, the concurrence of the New Zealand Government will be anticipated, and mails from New South Wales will be forwarded.

I have, &c.,
DANL. EGAN,
Postmaster General.

No. 2.

THE POSTMASTER GENERAL, N.S.W., to THE POSTMASTER GENERAL, N.Z.

General Post Office,
Sydney, 4 March, 1870.

SIR,

Adverting to my letter of yesterday, intimating the intention of this Colony to forward mails by the line of steam-packets it is proposed to establish between Sydney and San Francisco, on the understanding therein particularized, I have the honor to inform you that, until this department is made acquainted with the details of the arrangements which may be entered into for the transmission of correspondence, it is proposed to make up mails only for London and San Francisco, in the former of which mails will be placed correspondence for the United Kingdom, the Continent of Europe, &c., and in the latter that addressed to America, &c.

2. As it is understood that it is the intention of the New Zealand Government to send an officer by the first mail packet to make the necessary arrangements for the due transmission of correspondence *via* San Francisco, I shall feel much obliged if you will instruct such officer to make whatever arrangements may be needful for the forwarding of the New South Wales portion of the mails, and beg to state that any expense in addition to the territorial transit rate through America which may be incurred therefor will be paid by this department, on its being made acquainted with the amount.

3. At the present time there is no information in my possession which would enable me to arrange for any rate which may be levied for postage or for transit on mails from this Colony, nor am I aware with whom to enter into negotiations in the matter. If, therefore, on the return of the officer sent from New Zealand by the first packet, you will communicate to me all the information on the subject which he will have obtained, and which you may think will be useful for the guidance of this office, I shall feel much obliged.

I have, &c.,
DANL. EGAN,
Postmaster General.

No. 3.

THE POSTMASTER GENERAL, N.S.W., to THE POSTMASTER GENERAL, N.Z.

General Post Office,
Sydney, 24 March, 1870.

SIR,

I have the honor to inform you that it has been suggested to me that, if mails were received and dispatched by the line of packets it is proposed to establish between Australasia and San Francisco, once in every four weeks instead of once a month, a time-table could be arranged to alternate with that of the Suez line of packets, so as to afford the advantage of a fortnightly mail; and I have been informed that Mr. H. H. Hall is in a position to arrange with the Government of New Zealand for thirteen instead of twelve mails annually (which would be necessary to secure this advantage).

It

3

It has moreover been pointed out that, under the proposed arrangement for a monthly instead of a four-weekly mail, the correspondence from this Colony would frequently be dispatched *viâ* Suez and *viâ* San Francisco simultaneously.

These points having been suggested to me, I give them for your consideration, as you will doubtless concur in the opinion that if the co-operation of any or all of the adjacent Colonies in the maintenance of the new line is desired, it will be necessary to frame such a time-table as would enable them to make use of the line to advantage.

I have, &c.,
DANL. EGAN,
Postmaster General.

No. 4.

THE POSTMASTER GENERAL, N.Z., to THE POSTMASTER GENERAL, N.S.W.

General Government Offices,
Auckland, 10 May, 1870.

SIR,

I have the honor to acknowledge the receipt of your letter of the 24th March ultimo, with reference to despatching mails by the Australasian and San Francisco line of steamers once in every four weeks instead of once a month, and in reply have to point out that a fortnightly service by the Suez and Californian routes would only give equal fortnightly intervals to one particular place. This arises from the fact that the two services proceed in opposite directions, and therefore overlap each other. Suppose the steamers were made to depart at intervals of a fortnight from Sydney, the intervals would be very different in Melbourne and in New Zealand. Let us, for example, suppose a Suez steamer was to leave Sydney on the 1st of the month, and a Californian steamer fourteen days afterwards, say on the 15th, the Melbourne times to correspond would be—Suez steamer 4th of the month, Californian 12th, or an interval of eight days. The result with New Zealand would be yet more singular. Suppose the same dates at Sydney, the corresponding dates in Auckland would be—Californian boat 22nd of the month, boat to catch Suez steamer 24th of the month. It is therefore evident that the advantages of a fortnightly service alternately by the two routes would be principally confined to one place, and it would follow that the place enjoying the advantage should largely contribute towards the extra cost.

I will confer with the contractor on the subject as soon as he returns from San Francisco, and if he is willing to vary the agreement will let you know.

I have, &c.,
JULIUS VOGEL.

No. 5.

THE POSTMASTER GENERAL, N.Z., to THE POSTMASTER GENERAL, N.S.W.

General Government Offices,
Auckland, 10 May, 1870.

SIR,

I have the honor to acknowledge receipt of your two letters of the 3rd and 4th March respectively.

In reply, I must refer you to past correspondence with the Colonial Secretary, New South Wales, as also to a letter of even date with this. You will observe by the correspondence and the contract, that the only payment which can be admitted from New South Wales is at the rate of ten thousand pounds (£10,000) a year, which payment will also cover the transit of mails for Queensland.

I may observe that this £10,000 passes to the contractor, to whom New Zealand pays considerably more. I should also point out to you that it does not cover the cost of Victorian and other mails; and I have to request that any mails or letters from Victoria and the other Colonies, except Queensland, passing through your office to be despatched by the Californian service, be forwarded on as such, and not be included in your own.

An officer has been despatched to America to obtain all the information you seek, and immediately on his return I will furnish you with it.

I have, &c.,
JULIUS VOGEL.

No. 6.

THE COLONIAL SECRETARY, N.Z., to THE COLONIAL SECRETARY, N.S.W.

General Government Offices,
Auckland, 10 May, 1870.

SIR,

I have the honor to acknowledge the receipt of your letter, No. 73, of the 27th April ultimo, and to express my regret that you have not had time to look into the matter, or you would see that the money received from New South Wales is to be paid to the contractor, and that the only sum authorized to be received is at the rate of ten thousand pounds a year. I have also to point out to you that the £10,000 covers the cost of transmitting the Queensland mails, but not those of any other Colony.

I

I shall be glad if you will let me know at your earliest convenience whether you are prepared to pay a subsidy at the rate of £10,000 a year, commencing from the beginning of the service, for the carriage of Queensland and New South Wales mails, and also to agree to forward the mails of other Colonies only as distinct mails.

You will excuse my pressing you for an answer, but the time is rapidly approaching when other arrangements will require to be made if New South Wales does not see its way to pay the very moderate subsidy asked for, and which secures to her the terminus of the service.

I may add that, relying on the assistance of other Colonies, and the contractor being in need of the money, I am authorizing an advance to be made to him of five hundred pounds beyond the New Zealand subsidy, on account of money to be recovered from other Colonies.

I have, &c.,
JULIUS VOGEL.
(For Colonial Secretary.)

No. 7.

MINUTE OF THE POSTMASTER GENERAL, N.S.W.

General Post Office,
Sydney, 27 July, 1870.

THE Postmaster General submits, for consideration of the Cabinet, the desirability of making provision on the Supplementary Estimates for the current year, and on the General Estimates for the year 1871, for the subsidy to be paid to the Government of New Zealand, on account of the mail service *viâ* San Francisco.

Under the arrangement provisionally made with New Zealand, the amount required to be placed on the Supplementary Estimates will be £7,500 (the service having commenced on the 27th March last), and on the Estimates for 1871 the sum of £10,000.

DANL. EGAN.

The Cabinet concur.—C.C., 27 July, 1870.

No. 8.

THE POSTMASTER GENERAL, N.Z., to THE POSTMASTER GENERAL, N.S.W.

(F. 70/136.)

New Zealand.
General Post Office,
Wellington, 2 August, 1870.

SIR,

Being in expectation of a further communication, I have delayed acknowledging the letter from the Hon. Mr. Cowper, addressed to the Hon. the Colonial Secretary, Wellington, of the 5th May last, on the subject of the mail service *viâ* California.

In reply to that letter, I have the honor again to point out that it was understood that the provisional agreement, applicable to the supposition that the three Colonies would establish the two services, should not stand in the way of assistance being rendered to the service *viâ* California already established.

The provisional agreement has, it appears, quite fallen through, but the California service has continued, and New South Wales has taken advantage of it, Sydney being the terminus.

I regret to learn that your Government hesitate to make so small a contribution to so important an undertaking, and am of opinion that, until they sufficiently appreciate the value of the service to be willing to make that contribution, your department should abstain from using it.

I hope, on consideration, your Government will recognize that it is in no unfriendly spirit that this Government is constrained to come to the conclusion that it cannot agree to convey mails or correspondence by this route to or from non-contracting Colonies on such arrangement as is proposed in the enclosure to your letter of the 26th April last.

I have, &c.,
JULIUS VOGEL,
Postmaster General.

Minute of the Cabinet of New South Wales:—

The amount to be put upon the Supplementary Estimates for 1870 and Estimates for 1871.
C.C., 22 Aug.

No. 9.

THE POSTMASTER GENERAL, N.Z., to THE POSTMASTER GENERAL, N.S.W.

General Post Office,
Wellington, 18 August, 1870.

SIR,

With reference to your letter of the 4th March last, in which you request that, on the return of the officer despatched by this department to America with the first mails *viâ* San Francisco, you may be furnished with the necessary information respecting the transit of mails by this route through the United States territory,—that officer having now returned, I have the honor herewith to transmit, for your information,

information, a statement of the arrangements made with the Washington Department for the exchange of international correspondence between the two countries, and for the transit of closed mails through the United States territory to destination, and the rates chargeable thereon.

I have, &c.,
JULIUS VOGEL,
 Postmaster General.

ARRANGEMENTS.

1.—Correspondence for the United States of America to be made up into mails addressed to San Francisco.

2.—Correspondence for places other than the United States to be made up into closed mails and addressed accordingly.

3.—Correspondence for the Canadian Dominion and other British North American Provinces in the East to be charged transit rates as follows:—

Letters, 6 cents per ounce.

Printed matter of all kinds, 16 cents per pound.

4.—Correspondence for British Columbia, Mexico, Central and South America, and the West Indies, to be charged transit rates for land and sea carriage as follows:—

Letters, 25 cents per ounce.

Printed matter of all kinds, 20 cents per pound.

5.—On the letter bills accompanying the mails for San Francisco will be rendered an account of the weight of the letters, and also of the printed matter, contained in such closed mails forwarded for transmission to either of the above-named countries and colonies; and the accounts arising between the two offices on this class of correspondence to be stated, adjusted, and settled quarterly.

6.—Correspondence between the Colony and the United States to be prepaid; insufficiently paid letters, on which a single rate or more has been prepaid, to be forwarded. Each department to retain the prepaid postage on the outward correspondence and the deficient postage on the inward. No account to be kept between the departments of the two countries upon the international correspondence exchanged between them.

7.—Mails for England to be conveyed from San Francisco to New York, and thence by steamer to Queenstown and Liverpool, as the case may be, in terms of a postal convention between the United Kingdom and the United States Department.

Submitted.—If such rates are levied upon correspondence posted in this Colony as will enable the Post Office here to account to the United States Post Office for the sums mentioned in the 3rd and 4th paragraphs of the enclosure in this letter, it will be necessary to obtain the authority of the Executive Council for the collection of postage in accordance with the attached scale. Looking however at the 10th and 42nd clauses of the Postage Act, it may be considered doubtful whether the Government has power to levy these increased rates before making arrangements in reference thereto with the United States postal authorities.—S.H.L., 5 Jan., 1871.

I think the deduction of the Secretary from these clauses of the Postal Act is correct. As the whole question of a mail service *via* California will shortly be determined by the Cabinet, it would not be worth while to take any steps in this matter until such determination is arrived at. Charges upon despatches by this route may remain as at present until the termination of the arrangement now in force. Let these papers be placed with those bearing upon the contracts.—J.D., 7/1/71.

No. 10.

THE POSTMASTER GENERAL, N.S.W., to THE POSTMASTER GENERAL, N.Z.

(B. 70/4870.)

New South Wales.

General Post Office,

Sydney, 29 August, 1870.

SIR,

I have the honor to acknowledge the receipt of your letter, dated the 2nd instant (F. 70/136), having reference to a communication dated the 5th May last, which was addressed by the Colonial Secretary of this Colony to the Government of New Zealand, on the subject of the mail service *via* California.

2. In reply, I have much pleasure in informing you that the Government of this Colony has placed on the Supplementary Estimates of Expenditure for this year an amount at the rate of £10,000 per annum, and on the General Estimates of Expenditure for the year 1871 the sum of £10,000, as the contribution of New South Wales towards the maintenance of the mail service *via* California from the date of its commencement.

The

The Estimates referred to will shortly be submitted, and there is little doubt that Parliament will sanction the payment of the contribution mentioned therein.

3. It will of course be understood that the payment of the amount in question by New South Wales shall be conditional on the observance of the provisional agreement dated 6th January last.

4. Under the circumstances just explained, this Colony will, in anticipation of your approval, continue to forward mails by the steamers leaving Sydney every month.

5. I may add, that the Government of New Zealand will no doubt receive a similar communication to this one by the out-going mail, from the Honorable the Colonial Secretary of this Colony.

I have, &c.,
DANL. EGAN,
Postmaster General.

No. 11.

THE COLONIAL SECRETARY, N.S.W., to THE COLONIAL SECRETARY, N.Z.

Sydney, 29 August, 1870.

SIR,

The Postmaster General of this Colony having communicated to me a letter, received by him from the Postmaster General of New Zealand, under date the 2nd instant, having reference to my letter of the 5th May last, on the subject of the mail service *via* California,—I have now the honor to inform you that this Government has placed on the Supplementary Estimates of Expenditure for this year an amount at the rate of £10,000 per annum, and on the General Estimates of Expenditure for the year 1871 the sum of £10,000, as the contribution of New South Wales towards the maintenance of the mail service *via* California from the date of its commencement.

2. The Estimates referred to will shortly be submitted, and there is little doubt that Parliament will sanction the payment of the contribution therein.

3. It will of course be understood that the payment of the amount in question by New South Wales will be conditional on the observance of the provisional agreement dated 6th January last.

4. I have the honor to add that, under the circumstances just explained, this Colony will, in anticipation of your approval, continue to forward mails by the steamers leaving Sydney every month.

5. A communication to the above effect, has, I understand, been addressed by the Postmaster General of this Colony to the Postmaster General of New Zealand, for despatch by the outgoing mail.

I have, &c.,
CHAS. COWPER.

No. 12.

THE COLONIAL SECRETARY, N.Z., to THE COLONIAL SECRETARY, N.S.W.

Wellington, 17 September, 1870.

(70/4.)

SIR,

I have the honor, on behalf of the Colonial Secretary, to acknowledge the receipt of your letter of August 29th, in which you inform him, that your Government have placed on the Supplementary Estimates for this year an amount at the rate of ten thousand pounds per annum and on the General Estimates for 1871 the sum of ten thousand pounds, as the contribution of New South Wales towards the maintenance of the mail service *via* California from the date of its commencement; and you add, that it will of course be understood that payment of the amount in question by New South Wales will be conditional on the observance of the provisional agreement dated January 6th, 1870.

In reply, I have the honor to point out to you that circumstances have now rendered it beyond the power of this Government to abide by that provisional agreement.

You will, I hope, acquit this Government of anything but an anxious desire to give effect to the arrangement entered into in January last; but we have found it difficult even to obtain replies from your Government to our communications on the subject, and there has been nothing to warrant us in submitting to the Assembly the question of approving the provisional agreement. On the other hand, the Californian service has been continued, and you did not even propose to this Government to make the current contribution towards it—as asked by my letter of the 10th January last, and which, before I left Sydney, it was understood you would do, under any circumstances. Instead of making a current contribution, you offered a payment of 20s. per lb. for mails carried for New South Wales—a payment which would have been of very little use indeed towards aiding the contract.

The Assembly of New Zealand met after your Parliament had been adjourned; and it appeared very evident to us that we should have to make our own arrangements.

I have the honor to enclose to you a copy of Resolutions on the subject which were adopted by our Assembly.

You will understand that these Resolutions contemplate a possible change of the service, so that I am not now at liberty to make any arrangement with you, beyond that you should, as was originally understood, contribute towards the service, at the rate of ten thousand pounds a year from its commencement.

I have to add, that, should any modification of the service be effected, the intention is to arrange for thirteen services during the year, and—if your Government is willing to contribute—to so regulate the voyages as to make the service alternate in Sydney with that *via* Suez. I hope, therefore, you will have no difficulty in agreeing to postpone any final arrangements until we have had an opportunity of further discussion—probably a personal one, as may be arranged; and that, meanwhile, your Government will agree to pay at the rate of ten thousand pounds a year from the commencement of the service. £10,000.

Should this be agreed to, I shall be obliged by your remitting to me the amount due up to the present time, in order that I may pay it to the contractor, less about a thousand pounds, which I have had £1,000. to pay him on your account; I having, in Sydney, guaranteed to him two thousand pounds as a contribution £2,000. from New South Wales during the first six months of his contract period.

I have, &c.,
JULIUS VOGEL.

[Enclosure.]

POSTAL SERVICE TO SAN FRANCISCO.

RESOLUTIONS adopted by the House of Representatives, New Zealand, on 23rd August, 1870.

"SREING that neither of the Australian Colonies has become a party to the San Francisco steam contract, and that New Zealand has been left single-handed to initiate this line, the Committee is of opinion that in the future conduct of the service this Colony should look to its own interests exclusively; with which view it is expedient that the steamers arriving at Auckland from Honolulu should proceed to Port Chalmers instead of to Sydney, calling again at Auckland on the return voyage to Honolulu.

"The Committee is further of opinion that the time to be allowed between Auckland and Port Chalmers, inclusive of stoppages at the Ports of Wellington and Lyttleton, should not exceed 100 hours.

"That with a view to carrying the foregoing proposal into effect, the Government be empowered to increase the present mail subsidy so that it shall not exceed £40,000 a year."

No. 13.

THE POSTMASTER GENERAL, N.Z., to THE POSTMASTER GENERAL, N.S.W.

70/3.

Auckland, 22 September, 1870.

SIR,

I have the honor to acknowledge the receipt of your letter of the 29th August, 1870, containing information as to the course proposed to be adopted by your Government with reference to the Californian mail service.

A letter of similar tenor and even date was received from the Hon. the Colonial Secretary of New South Wales, and to that gentleman I have addressed a reply at length, to which, if you will allow me, I will refer you, and copy of which I attach hereto.

I trust that you will have no difficulty in at once agreeing to contribute on the terms stated in my letter to the Hon. the Colonial Secretary. I confess that I do not see how we can arrange to carry your mails upon any other terms.

I hope that we shall be shortly able to make the Californian service a fully satisfactory one—a service such as, having regard to the advantages which it will secure to you, will be undeniably economical.

I have, &c.,
JULIUS VOGEL.

[Enclosure.]

The Postmaster General, N.Z., to The Colonial Secretary, N.S.W.

Wellington, 17 September, 1870.

Sir,

I have the honor, on behalf of the Colonial Secretary, to acknowledge the receipt of your letter of August 29th, in which you inform him that your Government have placed on the Supplementary Estimates for this year an amount at the rate of £10,000 per annum, and on the General Estimates for 1871 the sum of £10,000, as the contribution of New South Wales towards the maintenance of the mail service *via* California, from the date of its commencement; and you add that of course it will be understood that payment of the amount in question by New South Wales will be conditional on the observance of the provisional agreement dated January 6, 1870.

In reply, I have the honor to point out to you that circumstances have now rendered it beyond the power of this Government to abide by that provisional agreement.

You will, I hope, acquit this Government of anything but an anxious desire to give effect to the arrangement entered into in January last; but we have found it difficult even to obtain replies from your Government to our communications on the subject, and there has been nothing to warrant us in submitting to the Assembly the question of approving the provisional agreement. On the other hand, the Californian service has been continued, and you did not even propose to this Government to make the current contribution towards it—as asked by my letter of the 10th January last, and which, before I left Sydney, it was understood you would do under any circumstances. Instead of making a current contribution, you offered a payment of 20/- per lb. for mails carried for New South Wales—a payment which would have been of very little use indeed towards aiding the contract.

The Assembly of New Zealand met after your Parliament had been adjourned, and it appeared very evident to us that we should have to make our own arrangements.

I have the honor to enclose to you a copy of resolutions on the subject which were adopted by our Assembly.

You will understand that these resolutions contemplate a possible change of the service, so that I am not now at liberty to make any arrangement with you, beyond that you should, as was originally understood, contribute towards the service at the rate of ten thousand pounds a year from its commencement.

I have to add that, should any modification of the service be effected, the intention is to arrange for thirteen services during the year, and—if your Government is willing to contribute, to so regulate the voyages as to make the service alternate in Sydney with that *via* Suez. I hope therefore you will have no difficulty in agreeing to postpone any final arrangements, until we have had an opportunity of further discussion—probably a personal one, as may be arranged; and that meanwhile your Government will agree to pay at the rate of ten thousand pounds a year from the commencement of the service.

Should this be agreed to, I shall be obliged by your remitting to me the amount due up to the present time, in order that I may pay it to the contractor, less about a thousand pounds, which I have had to pay him on your account, I having in Sydney guaranteed to him two thousand pounds as a contribution from New South Wales, during the first six months of his contract period.

I have, &c.,
JULIUS VOGEL.

POSTAL SERVICE TO SAN FRANCISCO.

RESOLUTIONS adopted by the House of Representatives, New Zealand, on 23rd August, 1870.

"SEEING that neither of the Australian Colonies has become a party to the San Francisco Steam Contract, and that New Zealand has been left single-handed to initiate this line, the Committee is of opinion that, in the future conduct of the service, this Colony should look to its own interests exclusively; with which view it is expedient that the steamers arriving at Auckland from Honolulu should proceed to Port Chalmers instead of to Sydney, calling again at Auckland on the return voyage to Honolulu.

The Committee is further of opinion that the time to be allowed between Auckland and Port Chalmers, inclusive of stoppages at the ports of Wellington and Lyttleton, should not exceed 100 hours.

That with a view to carrying the foregoing proposal into effect, the Government be empowered to increase the present mail subsidy, so that it shall not exceed £40,000 a year."

No. 14.

THE COLONIAL SECRETARY, N.S.W., to THE COLONIAL SECRETARY, N.Z.

New South Wales.

Colonial Secretary's Office,
Sydney, 10 October, 1870.

(70-8046.)

SIR,

I have the honor to acknowledge the receipt, on the 29th ultimo, of your letter of the 17th ultimo, in reply to mine of the 29th of August last, on the subject of the intended contribution by New South Wales towards the Californian Postal Service.

2. Without desiring to discuss how far the delay of this Government to provide the funds which it was fully intended in connection with Queensland to provide for this service, or the grounds which such delay may be considered fairly to have furnished your Government for adopting the course referred to in your letter as regards the provisional agreement, I can only express my regret that various circumstances, now needless to explain, made it impracticable for me to propose an earlier provision.

3. The provisional agreement was entered into by this Government in good faith, and it was intended that it should be carried through; and we still desire that, in any arrangements which present circumstances render necessary, the responsibilities of New South Wales should be fairly met, as soon as the sanction of Parliament can be obtained. How soon that may be I am unable to say, but you may rest assured that it shall not be delayed unnecessarily.

4. You are aware that the withdrawal of Queensland caused embarrassment and delay; that although such withdrawal was pronounced final and absolute, our desire that the arrangements should be completed led me to endeavour to reopen the correspondence, in the hope of final rearrangement. In this, however, I have not yet been successful.

5. Without her co-operation, however, this Government has determined to ask Parliament to vote the full amount to which both Colonies were to have contributed; and it is intended, should Parliament grant the moneys asked for, to pay to your Government, at the stipulated rate per annum, for such time as the Californian mails may be carried, and Sydney, as is indispensable to the continuance of the payment, remain the terminus of the line.

6. It was never intended that the payment of twenty shillings per pound should be even in temporary substitution of the payment as provisionally agreed upon; but it was all that was available at the time, owing to the absence of voted funds, and to the inability which decisions arrived at since the beginning of the year had created of making any payments which Parliament had not previously sanctioned.

7. I am not unwilling to concur in your request to postpone any final arrangements until further discussion, personal or otherwise, may be determined upon.

I have, &c.,
CHARLES COWPER.

No. 15.

THE COLONIAL SECRETARY, N.Z., to THE COLONIAL SECRETARY, N.S.W.
New Zealand.

General Government Offices,
Auckland, 13 October, 1870.

SIR,

I have not yet received an answer to my letter of the 17th September, 1870, respecting the contribution to be made by your Government towards the cost of the Californian mail service.

R.M.A.
70/4.

As, however, mails from New South Wales were despatched by this month's steamer, I am happy to believe that it is the intention of your Government to make regular payments on behalf of the service, in terms of my letter of the 17th September.

I shall be glad therefore if your Government will cause to be paid into the Oriental Bank, Sydney; to the credit of the New Zealand Government, the sum of five thousand pounds, being the amount due on account of the six monthly services which will be completed on the return of the "City of Melbourne," by which steamer this letter will be forwarded; and thereafter, I shall be obliged by your paying monthly, to the Oriental Banking Company, on the return of each steamer from Honolulu, the one-twelfth part of ten thousand pounds.

£5,000.

£10,000.

I have, &c.,
JULIUS VOGEL.

No. 16.

H. H. HALL, Esq., to THE POSTMASTER GENERAL, N.S.W.

U. S. Consulate, Grafton Wharf,
Sydney, 7 November, 1870.

SIR,

I have the honor to apply to you for the payment of seven thousand five hundred pounds (£7,500), being the amount due to me, as stated below, for nine months' services in connection with the Californian, New Zealand, and Australian mail service.

Trusting that this very important matter to me will have your immediate attention,—

I have, &c.,
H. H. HALL.

£6,666 13s. 4d., due 26th November, 1870, and
833 6s. 8d., due 26th instant,—being nine months' services, ending 26th instant.

MINUTE OF THE SECRETARY TO THE POST OFFICE, N.S.W.

THE sum of £7,500 has been placed upon the Supplementary Estimates of Expenditure for 1870, to meet the expense of the steam postal communication with Great Britain *via* San Francisco, for the nine months ending 31st instant, in connection with the contract entered into by the Government of New Zealand with Mr. H. H. Hall.—S.H.L., 9/12/70.

The Cabinet regret that it is not in their power to anticipate the payment. The agreement originally made stipulated that the payment was subject to parliamentary sanction, which the Cabinet trust will be obtained.—C.C., 12 Dec.

No. 17.

MINUTE OF THE POSTMASTER GENERAL, N.S.W.

MEMORANDUM on agreements and correspondence relating to postal communication *via* New Zealand and California.

In a memorandum of agreement drawn up on the 6th January, 1870 (and sanctioned by the Cabinet on the 7th of the same month), signed by the representatives of New South Wales, New Zealand, and Queensland, it was provided that, in the event of New Zealand being able to contract for a postal service between San Francisco, Auckland, and Sydney,—New South Wales and Queensland should be liable to the extent of £10,000 per annum as payment for the carriage of their mails. The memorandum was subject to the approval of the Parliament in this Colony, and to be null and void if such approval was withheld; but it contained a provision that if such service should be commenced before the proposal should be submitted to Parliament,—pending the decision of that body, such payment should be made for the carriage of the mails (of New South Wales and Queensland) as might be agreed upon. The Queensland Government only gave a conditional approval.

Memo., 6 Jan., 1870.

Telegram 25 Jan., and letter 3 Feb.

In pursuance of this agreement, the New Zealand Government entered into a contract with Mr. Hall, U. S. Consul, for a mail service between Sydney, Auckland, Honolulu, and San Francisco.

This contract contained a provision that the service, as far as Sydney was concerned, should cease at the expiration of six months from the 26th March, 1870, unless the Government of New South Wales should within that time agree to pay the Postmaster General of New Zealand the sum of £10,000 on behalf of the contractor, which amount should include the charge for carriage for Queensland mails,—New South Wales arranging with Queensland for such carriage.

This contract was for twelve months from date thereof, 11th January, with power to contractor, upon six months' notice from commencement of service, to extend the agreement for a further period of four years.

In transmitting copy of this contract, New Zealand Government suggested that payment monthly at the rate contained in the agreement (£10,000 per annum) should be adopted, as this provisional arrangement pending the permanent subsidy sanctioned by Parliament. In reply, they were informed that Government possessed no authority for complying with this suggestion, but that the Postmaster General should give by departmental arrangement whatever allowance he could fairly and legally make for the transmission of mails.

12 Jan.

Letter Col. Sec. 13 Jan.

In fulfilment of this assurance, on the 3rd March a departmental communication was addressed to the Postmaster General, Wellington, stating that the Government of this Colony has been applied to for authority to pay to New Zealand the sum of 20s. per lb. (the same amount which was paid by non-contracting Colonies to the Panama Service), on all correspondence forwarded by these mails. This letter also contained this important provision:—"I should be glad to be informed, as early as possible, whether this Colony is at liberty to forward mails on the terms specified herein; and should a reply not be received from you prior to the departure of the first steam-packet, the concurrence of the New Zealand Government will be anticipated, and mails from New South Wales will be forwarded."

To this no reply appears to have been forwarded until the 10th of May, and on the 26th March the service commenced by the departure from Sydney of the first vessel, by which a mail from Sydney was despatched.

On the 10th March, Queensland had by letter entirely and conclusively withdrawn from all the arrangements.

On the 5th April, Mr. Vogel writes to complain that he has not yet been informed whether the Government of New South Wales has made provision for contributing month by month at the rate of £10,000 per annum, but he makes no allusion to the provisional mode of payment proposed in the departmental letter of the 3rd of March.

This provisional arrangement was again proposed, in a letter from the Colonial Secretary of New South Wales, dated the 27th April, concluding with an intimation that, in anticipation of the acquiescence of the New Zealand Government in such arrangement, this Colony will continue to despatch mails by this service.

Mr. Vogel to
Postmaster
General, 10 May;
Mr. Vogel to
Colonial Secre-
tary, 10 May.

On the 10th May, replies were forwarded stating that the only sum authorized to be received by New Zealand was at the rate of £10,000 per annum, covering Queensland mails, and requesting an immediate answer as to whether we were prepared to pay this subsidy.

On the 27th July, the Postmaster General submitted to the Cabinet the expediency of making provision for the payment to New Zealand of the amounts fixed in the provisional agreement of the 6th January, for the carriage of mails from this Colony by the Californian mail service.

The Cabinet concurred in his recommendation, and directed the sum of £7,500 to be placed on the Supplementary Estimates for 1870, and £10,000 for the year 1871.

On the 2nd August a letter was addressed to the Postmaster General of Sydney, by the Postmaster General of New Zealand, repeating the rejection by the Government of that Colony of the proposition conveyed in the letter of the Colonial Secretary of the 27th April, and requesting this office, in the event of the Government declining to contribute in the manner stipulated by New Zealand, to abstain from forwarding mails to be conveyed by this route.

On the 29th August, the Postmaster General, New Zealand, was informed by letter from the Postmaster General of New South Wales of the determination arrived at by the Cabinet on the 27th July, and that these sums had been placed upon the Estimates "*as the contribution of New South Wales towards the maintenance of the mail service via California, from the date of its commencement.*"

A letter to the same effect, and bearing the same date, was forwarded from the Colonial Secretary to the Colonial Secretary of New Zealand; and adding that this Colony will, in anticipation of his approval, continue to forward mails by the steamers leaving Sydney every month, conditional of course on the observance of the provisional agreement of the 6th January.

This letter was acknowledged by the Colonial Secretary, New Zealand, on the 17th September, in a letter in which he stated that circumstances chiefly arising from action of the New South Wales Government had rendered it beyond the power of the New Zealand Government to abide by the provisional agreement. He requested this Government to postpone all final arrangements, but in the meantime to agree to pay at the rate agreed upon from the commencement of the service. The letter also covered resolutions of the House of Representatives, New Zealand, which recommended a total change of the service, confining its advantages exclusively to that Colony.

This letter was replied to by the Colonial Secretary on the 10th October, in which, after explaining that the withdrawal of Queensland from the provisional agreement had caused embarrassment and delay not fairly attributable to this Colony, he states that, *without waiting for the co-operation of Queensland, this Government has determined to ask Parliament to vote the full amount to which both Colonies were to have contributed; and it is intended, should Parliament grant the monies asked for, to pay to your Government at the stipulated rate per annum for such time as the Californian mails may be carried, and Sydney, as is indispensable to the continuance of the payment, remain the terminus of the line.* On the 13th October the Government of New Zealand request that the Government of this Colony will cause to be paid in to their credit the sum of £5,000, being the amount due on account of six monthly services which will be completed on the return of the steamer due in Sydney in October, and afterwards to continue monthly payments to their credit, on the return of each steamer from Honolulu, of the one-twelfth part of £10,000. This does not appear to have been replied to.

On the 7th November, Mr. Hall, the contractor for this mail service with the New Zealand Government, made application to this Government for the payment to him of £7,500, being, as he states, the amount due to him for nine months' services in connection with this line.

He was informed in reply, by the Colonial Secretary, by direction of the Cabinet, that it was not in the power of the Government to anticipate any payment under the provisional agreement, without parliamentary sanction.

By a memorandum of the Postmaster General of New Zealand (which has not been officially communicated to this Colony, but which has been extensively published), the public are informed that he has succeeded in arranging the terms of a new contract for a mail service between New Zealand and San Francisco, of which the terminus in New Zealand was to be at Port Chalmers, thus excluding New South Wales. By an advertisement in the Auckland papers, this service was to commence on the 1st of April, 1871.

The contractor for the present line, Mr. Hall, has also submitted a tender to this Government for a new line between Sydney and San Francisco *via* the Fijis, thus excluding New Zealand.

It may therefore be concluded that the notice placed by the contract at the option of the contractor to continue the agreement for a further term of four years has not been given, and that the present service will terminate on the completion of twelve services to and from Sydney and San Francisco, the first service having commenced on the 26th of March last.

From

From a careful consideration of the provisional agreement and the correspondence arising therefrom, I am of opinion that, up to the 29th of August last, this Colony had incurred no liability for payments for mails transmitted by this mail service, beyond the proposition of the Postmaster General, sanctioned by the Cabinet and transmitted to the New Zealand Government on the 3rd of March, viz. 20s. per lb. on the weight of mails despatched by these steamers.

But the decision of the Cabinet to place the amount due for services in 1870 on the Supplementary Estimates for that year, and to place the full amount provided by the provisional agreement for services during 1871 on the Estimates for that year, which decision was communicated to the New Zealand Government by the Colonial Secretary, in his letter of the 29th August, I conceive binds this Government to the proposition of the New Zealand Government; and the intimation that New South Wales would continue to forward mails by this route was an acceptance of the terms proposed by New Zealand, as the only ones on which they would carry our mails.

I think therefore the Colony is liable for these monthly payments, until the termination of the agreement in April next, subject of course to the due fulfilment of the terms of the contract.

At the same time, I am of opinion that New South Wales has the power at any time to withdraw from all further liability, by declining to send mails by this mail service; and as the amount placed upon the Supplementary Estimates for this year will cover all liabilities for the same period, it will be for the Cabinet to determine whether further liabilities shall be incurred, and an amount placed upon the Estimates for 1871 to cover them.

JOSEPH DOCKER,
30 Decr., 1870.

No. 18.

THE COLONIAL SECRETARY, N.Z., to THE COLONIAL SECRETARY, N.S.W.
Colonial Secretary's Office,
Wellington, 3 December, 1870.

SIR,

I have the honor to inform you that the Government of New Zealand has succeeded in making arrangements for placing the San Francisco Mail Service on a permanent basis, large boats running at a high rate of speed being employed.

The connection with New South Wales will at first probably be made by boats of the Australian Steam Navigation Company and by the S. S. "Hero," but I anticipate I shall soon be enabled to propose to you to contribute towards the subsidy payable for thirteen services a year, with a boat of not less than 1,000 tons register to run to Sydney direct; the mails being delivered in Sydney in thirty days from San Francisco, which will be equal to about forty-five days from England.

Until certain details shall have been settled with the contractors, I cannot make to you any specific offer; but I have the honor to propose to you that, meanwhile, you should agree to continue to pay a subsidy at the rate of £10,000 a year, or that any arrangement which may hereafter be completed between us shall be held to date back to the commencement of the new service, and that payment shall be made by you accordingly.

I take for granted that, for the conveyance of your mails under the existing contract—which will terminate when twelve complete services have been performed—you will make the contribution which it has been understood you were ready to make, and for which I trust the necessary authority has already been given by your Legislature.

I have, &c.,
W. GISBORNE.

I do not think it expedient for this Colony to make any arrangement with New Zealand for a mail service which under this proposal would be only a *branch line*; but that it should be clearly intimated to the Government of New Zealand that this Government will not recommend to Parliament the payment of any contribution for the mail service in connection with New Zealand beyond that for the period when twelve complete services will have been performed.—J.D., 4/1/71.

After consultation, approved by the Cabinet.—J.M., A.G., 5 Jan., 1871.

No. 19.

THE COLONIAL SECRETARY, N.S.W., to THE COLONIAL SECRETARY, N.Z.
Colonial Secretary's Office,
Sydney, 6 January, 1871.

SIR,

I have the honor to acknowledge the receipt of your letter of the 3rd ultimo, in which you intimate that the Government of New Zealand has succeeded in making arrangements for placing the San Francisco Mail Service on a permanent basis, large boats running at a high rate of speed being employed, and that you anticipate that you will soon be enabled to propose to this Government to contribute towards the subsidy payable for thirteen services a year, with a boat of not less than 1,000 tons register to run to Sydney direct; the mails being delivered in Sydney in thirty days from San Francisco, or about forty-five days from England. You also propose that, pending the settlement of certain details with the contractors, this Government shall agree to continue to pay a subsidy at the rate of £10,000 a year, or that any arrangement which may hereafter be completed between the two Governments shall be held to date back to the commencement of the new service, and that payment shall be made by this Colony accordingly.

2. In reply, I have the honor to inform you that it is not considered expedient that this Colony should make any arrangements with New Zealand for a mail service which, under the above proposal, would be only a branch line, and to add that it must be clearly understood that this Government will not recommend to Parliament the payment of any contribution for the mail service in connection with New Zealand beyond that for the period when twelve complete services will have been performed.

I have, &c.,
JOHN ROBERTSON.

No. 20.

No. 20.

THE POSTMASTER GENERAL, N.Z., to THE POSTMASTER GENERAL, N.S.W.

Auckland, New Zealand,
7 January, 1871.

SIR,

Referring to previous correspondence on the subject of the steam mail service between Sydney and San Francisco, I have the honor to request that you will be good enough to pay to the contractor, Mr. H. H. Hall, of Sydney, or his order, all moneys now due by your Government, or which may become due, on account of your contribution towards the subsidy to that service.

I have, &c.,
JULIUS VOGEL.

Correspondence relating to future Postal Communication.

No. 1.

THE COLONIAL SECRETARY, N.S.W., to MESSRS. CUMMINS & Co., LONDON.

Colonial Secretary's Office,
Sydney, 28 January, 1870.

GENTLEMEN,

I have the honor to acknowledge the receipt of your letter of the 3rd ultimo, relative to the proposed establishment of a new route between Europe and Australia, through America, by means of a line of steamers from Milford Haven to Portland, and another line in correspondence from San Francisco to Sydney.

2. In reply, I have the honor to inform you that the subject is one of too much importance to be determined upon in haste, or without the fullest consideration, for which time is not afforded before the outgoing of the present mail.

3. The question, which is one of the deepest interest to this Government, shall however be considered without loss of time, and an early decision thereon communicated to you.

4. The project, I have the honor to add, is one which has my ardent wishes for its success.

I have, &c.,
CHARLES COWPER.

No. 2.

MESSRS. CUMMINS & Co., LONDON, to THE COLONIAL SECRETARY, N.S.W.

Rectory House, Martin's-lane, Cannon-street,
London, 28 January, 1870.

SIR,

By this mail you will have copies of pamphlet having reference to the proposed Atlantic and Pacific Steam Service, the arrangements for which are rapidly approaching completion.

A meeting was held at the "London Tavern," on the 25th instant, for the purpose of eliciting the opinions of the leading capitalists and London merchants, which was found to be unanimously favourable to the project.

The following was carried *nem. con.*:—"That this meeting highly approves of the proposed route to Australia and New Zealand, *via* Milford Haven, Portland, and San Francisco, and recommends that steps be forthwith taken to establish a Company to carry the same into effect."

Immediate steps have been consequently taken, and, in the short time that has since elapsed, several gentlemen of great influence and high position have expressed their willingness to form the Board, amongst whom the gentleman who presided at the meeting will probably take a leading position. A list will be published, the officers elected, and the Company introduced in a few days into the London market.

Should we in due course receive an intimation from your Government of their willingness to enter into postal arrangements, on the basis of the terms proposed in our letter of 3rd December, the prompt establishment of the service, so important to your Colony, will be greatly facilitated, and its ultimate success secured.

With regard, however, to the proposed terms for conveyance of passengers, we think it necessary to state that, acting on the advice of several gentlemen of great experience, we have felt it advisable to modify the rates to £80 first class, £50 second class, and £30 third class,—terms which will secure to passengers much greater comfort and better accommodation than we had at first contemplated.

Waiting your esteemed communication,—

We have, &c.,
CUMMINS & CO.

P.S.—Sir Geo. Grey, K.C.B., occupied the chair at the meeting on the 25th instant.

No. 3.

THE COLONIAL AGENT GENERAL, LONDON, to THE COLONIAL SECRETARY, N.S.W.
(No. 136.) Agency of the Government of New South Wales,
8, Adam-street, Adelphi, London, W.C., 26 January, 1870.

SIR,

Referring to the enclosed extract from the *Times* of this morning, I have the honor to state, for the information of the Hon. the Principal Secretary, that I considered it my duty to attend the meeting, having been requested to do so, and knowing the interest felt by the Government and community of New South Wales in any project which holds out reasonable prospect of affording rapid and economical mail and passenger communication with Europe, especially when such project involves the making of Sydney the port of first arrival and last departure of the mails.

2. I am not in a position to give an opinion as to the prospect of the project being taken up by capitalists ; but there was at the meeting a general concurrence that the time estimated for the transit was over-estimated, and this was distinctly stated by more than one of the speakers, from personal experience.

3. By book-post, I forward copies of the printed Explanatory Statement and Proposal.

I have, &c.,
W. C. MAYNE,
Agent General for New South Wales.

[Enclosure.]

"A private meeting of influential merchants and others was held to-day at the 'London Tavern,' to discuss the projected steam communication with Australia and New Zealand, *via* Milford Haven, Portland, and San Francisco, within 40 days, Sir George Grey in the chair. It was numerously attended, and after lengthened explanations of the details, the following resolution was unanimously adopted :—'That this meeting highly approves the proposed route to Australia and New Zealand, *via* Milford Haven, Portland, and San Francisco, and recommends that steps be forthwith taken to establish a Company to carry the same into effect.'"

No. 4.

THE COLONIAL SECRETARY, N.S.W., to MESSRS. CUMMINS & Co., LONDON.
Sydney, 25 March, 1870.

GENTLEMEN,

I have the honor to acknowledge the receipt of your letter of the 28th January last, and to thank you for the information therein conveyed respecting the arrangements for the proposed Atlantic and Pacific Steam Service.

2. I take this opportunity of stating that the question of the revival of immigration is now being seriously entertained by the Legislature of this Colony, and I am sanguine that decided steps will ere long be taken to introduce population under a system not less liberal than those of the adjoining Colonies.

I have, &c.,
CHAS. COWPER.

No. 5.

THE COLONIAL SECRETARY, N.S.W., to THE COLONIAL AGENT GENERAL, LONDON.
Sydney, 25 March, 1870.

SIR,

I have the honor to acknowledge the receipt of your letter of the 26th January last, and the enclosed extract from the *Times* newspaper, together with the printed proposal and explanatory statement respecting the projected Atlantic and Pacific Steam Service.

I have, &c.,
CHARLES COWPER.

No. 6.

THE SECRETARY, ATLANTIC AND PACIFIC STEAMSHIP CORPORATION, LONDON, to THE COLONIAL SECRETARY, N.S.W.
The Atlantic and Pacific Steam-ship Corporation, Limited,
(Temporary Offices),
40 & 41, Palmerston-buildings, Bishopsgate-street, E.C.,
London, 25 February, 1870.

HONORABLE SIR,

Referring to Messrs. Cummins & Co's. letter of the 3rd of December, I have the honor to enclose you an official tender on behalf of the above Company, and, in explanation of the general advantages presented by the route, send by book-post a pamphlet entering fully into the subject.

I may mention that the Company possesses an influential direction, and is well supported, with a capital of £1,000,000 sterling, and power to issue £500,000 debenture bonds. Arrangements have been made to facilitate the early commencement of the service by purchasing boats already built, while the building of the remainder will be pushed forward with all convenient speed.

Believing that this Company can do the service in a manner not to be rivalled, and hoping to receive satisfactory replies from your Government,—

I have, &c.,
EDMUND WM. WHEELER,
Honorary Secretary.

[Enclosure.]

[Enclosure.]

The Secretary, Atlantic and Pacific Steam-ship Corporation, London, to The Colonial Secretary, N.S.W.

The Atlantic and Pacific Steam-ship Corporation, Limited,
(Temporary Offices),
40 & 41, Palmerston-buildings, Bishopsgate-street, E.C.,
London, 25 February, 1870.

Hon. Sir,

I am instructed on behalf of the above Company to tender for the conveyances of the mails between England and Sydney, New South Wales.

This Company will undertake, in consideration of a subsidy of £26,000 per annum, payable as usual, or in such other manner as may hereafter be arranged, to carry the outward and homeward mails by a monthly through service to be performed as follows, viz. :—

1. From England to Portland, Halifax, or other suitable American port, in large and powerful steamers.
2. By express train across the continent of America to San Francisco.
3. By steamers of adequate size and power running between San Francisco and Sydney, calling at Fiji Islands.
4. The service to be performed in forty days from time of leaving England, subject to premium or penalties of £50 per diem.

Security for the due performance of the contract to be given to the satisfaction of your Government.

Contract to be for ten years, with option to the Company to terminate upon giving twelve months' notice.

I am, &c.,

[Sub-enclosure.]

The new, cheap, rapid, and improved Communication between Europe, Australia, and New Zealand, through America, in less than forty days.

A MORE frequent and rapid communication between England and her important and growing Colonies in Australia has become a matter of acknowledged and urgent necessity. Loud and reiterated complaints are made of the insufficiency of a monthly postal service for their commercial wants; while the length, tediousness, and expense of a journey to or from the antipodes is patent to all who have tried it, and debars many from making the attempt. These evils require an immediate remedy; and the completion of the great railway system uniting the Atlantic and Pacific Oceans has afforded an opportunity which must not be neglected or delayed, if we are to retain our Australian traffic, and not let it pass into the hands of the Americans. The entirely new route to Australia thus opened up will, when properly supplemented, combine advantages which no other line of communication has hitherto possessed.

It is proposed to form a Company, to render this route available, by running, fortnightly, large and powerful steamships, fitted with the latest improvements, between Milford Haven and Portland, U.S.; the passengers, &c., being carried thence over the Grand Trunk of Canada and Union Pacific Railways to San Francisco, where equally suitable steamers will be employed to complete the journey to Sydney.

The reasons which, after mature and careful consideration, have determined the selection of the stations of the route, may be thus briefly stated :—

Milford Haven is, without comparison, the most desirable port of departure, being one of the finest harbours in the world, accessible at all times, and the nearest in England to the continent of America. By its adoption, the dangers and delays incident to the English and Irish Channels are avoided (a fact beneficially affecting insurance on ships and freight), a saving from thirty-six to forty-eight hours on the voyage to America secured, and port charges reduced to a minimum. The proximity of Milford Haven to the great coal-fields of South Wales insures an ample supply of coal at the lowest possible rate; and its nearness to Ireland will give great facilities for obtaining cheap provisions, and will attract the bulk of the emigrants and traffic from that country. Special arrangements with the Great Western Railway provide cheap and unrivalled means of transit to and from London, Liverpool, and other great towns.

Portland, the nearest American port, will be reached in eight or nine days. It is free from ice, fog, and other obstacles to navigation, is less expensive than most others, and is in close railway communication with the principal cities of the United States and with Canada. From hence the Grand Trunk, in connection with the Union Pacific Railway, leads direct to San Francisco.

The railway communication across America is admirably conducted,—splendid carriages, sleeping and eating cars, and every possible convenience provided by the American railways, transform what would be otherwise a tedious journey into a most agreeable trip. Further remark on this point is needless, after the various accounts and correspondents' letters published by the *Times* and other leading journals during the past few months, respecting the magnificent and ever-varying scenery of the country, its invigorating climate, and the points of interest arising at the different stations claiming the attention of those who seek them either for business or recreation.

The land portion of the journey ends at San Francisco, the New York of the Pacific, the capital of California, a country whose agricultural and mineral resources are now enormous, and are rapidly increasing in extent and importance. This port has the advantage of a most excellent harbour, is the western outlet for the commerce of America, is within reach of the coal-mines of Vancouver's Island, and is the principal granary for supplying Australia with corn, in seasons of drought or deficient harvests.

From San Francisco the traveller enters on the Pacific voyage; and the climate and other characteristics of this ocean are in remarkably favourable contrast to that portion of the Atlantic in which St. Thomas and the Western Indies are situated.

At the commencement of the proposed service one steamer per month may be found sufficient; but so large a local traffic is likely to be developed as will warrant, hereafter, fortnightly communication between San Francisco, Australia, and New Zealand. The Sandwich, Fiji, and other islands lying in the direct route, furnish, in case of need, useful coaling stations; and when the rapidly extending cotton production of the Fiji Islands, and the importance of New Caledonia as a French colony are considered, more substantial benefits may be anticipated. It is also proposed that a branch line of steamers shall correspond with the main line at Viti Levu, Fiji Islands, by which passengers and mails will be conveyed to and from New Zealand; and, should a postal subsidy be obtained from the French Government, to and from New Caledonia.

Sydney has, on many grounds, been chosen as the terminal point and head-quarters of the enterprise in Australia. It possesses unrivalled advantages as a harbour, cheap coals, and every convenience for the repair and outfit of ships; it is in proximity to Queensland, which is fast becoming a most prosperous Colony, and is likely to receive a large proportion of the passengers designing to settle in Australia; and it has frequent and regular steam communication with the chief ports of other neighbouring Colonies.

The whole service as thus laid down, presents, amongst others, the following obvious advantages :—

A rapid, efficient, and reliable mail and passenger service to the Australian Colonies is secured.

Great Britain, America, Canada, Australia, and New Zealand, are brought into intimate connection, and the scattered members of the Anglo-Saxon race drawn together by a bond of friendly inter-communication.

The two great gold-producing countries are placed within easy reach of each other, remedying a want severely felt by the mining and commercial interests of both districts.

A further provision is made for the emigration now so urgently demanded by the overcrowded population of Europe.

A considerable part of the journey will pass through the widest and most temperate portion of the American continent, at a speed greatly in excess of that attained at sea, thereby enabling the whole to be performed within forty days,—a result never before accomplished. Where rapidity is not so much an object, facilities will be afforded to the tourist, invalid, or merchant, for visiting and resting at the various points of interest or centres of commercial activity embraced in this route.

The

The many objections to existing routes are entirely avoided. They may be specified as—

- I. The protracted and monotonous character of the voyage by sailing vessel, *vid* the Cape of Good Hope; and the extremes of temperature and proverbial discomforts and perils of the homeward passage round the Horn; objections which apply in a modified form to auxiliary steamers taking the same course.
- II. The expense of the overland route, the inconvenience of transshipments in countries where English is not generally spoken, and of crowded vessels in a hot climate, the well-known dangers of the Red Sea, and the absence of places of great commercial importance or general interest at which it is possible to break the journey.

This brief glance demonstrates the numerous and paramount advantages of the proposed service—a service which must command the cream of the passenger trade to Australia, while the whole of the American traffic thitherwards must be monopolized; nor should it be lost sight of that to America itself this line is the most direct and expeditious. The passenger traffic alone would thus be sufficient to render the undertaking remunerative, without taking into consideration the subsidies for conveyance of mails, already applied for, and which will probably be obtained; or the income to be derived from the carriage of bullion and valuable cargo. Owing to the important concessions and facilities secured from the Great Western of England, the Grand Trunk of Canada, and various other railways, passengers can be conveyed between England, America, and the Australian Colonies at remarkably moderate rates. The Company will also be enabled to book passengers from England to all the more important places on the route, and to issue through tickets extending over a reasonable time, with power to break the journey, and negotiations are pending to extend these advantages to the principal cities on the Continent of Europe.

From calculations carefully compiled and tested, the details of which are open to examination, the following estimate of expenditure, receipts, and probable profits has been prepared:—

ESTIMATE of Expenditure, Receipts, and Profit for one year, with apportionment of Profit, showing that a Dividend of 15 per cent. can be paid, the entire Debenture capital returned, and a large Reserve Fund accumulated.

EXPENDITURE.			RECEIPTS.		
<i>Atlantic Section.</i>			<i>Atlantic Section.</i>		
	£	s. d.		£	s. d.
Total disbursements for twenty-six round trips from London to Portland, U.S., and back	145,873	0 0	Total receipts for voyages out ...	135,200	
			Do. home...	150,800	
				286,000	0 0
<i>Pacific Section.</i>			<i>Pacific Section.</i>		
Total disbursements for thirteen round trips from San Francisco to Sydney and back ...	166,283	0 0	Total receipts for voyages out and home ...	234,000	0 0
Profit, after allowing 10 per cent. interest on capital sunk in ships and making provision for renewal fund and repairs, amounting to £82,316 per annum	207,844	0 0			
Total.....	£520,000	0 0	Total	£520,000	0 0

PROFIT AND LOSS ACCOUNT.

			£ s. d.		
Interest on £500,000 debentures at 6 per cent.	30,000	0 0	By gross profit of Steam Service, as above..	207,844	0 0
Set aside to redeem bonds and premium	50,000	0 0			
Office expenses, directors' fees, management, &c.....	17,844	0 0			
15 per cent. on share capital	75,000	0 0			
To Reserve Fund	35,000	0 0			
Total.....	£207,844	0 0	Total	£207,844	0 0

Since the foregoing has been in print, the calculations have been submitted to Captain Vine Hall, and the estimates amended in compliance with his suggestions.

Copy of Captain Vine Hall's letter.

To E. W. Wheeler, Esq.

London, 20 January, 1870.

Dear Sir,

I have looked through the estimates of expenditure and receipts of the proposed new route to Australia *vid* America, and consider them generally very fairly made. I have suggested an increase in the price of coals at San Francisco, and the cost of the Pacific passengers. As a scheme I think it one which contains the elements of success,—being, as it were, the natural and shortest route to Australia. There being no unhealthy region to pass through, this route is free from that which was the ruin of the Panama line. I think that, with proper management, the proposed line should command a great success.

I am, &c.,
JOHN VINE HALL.

AMENDED STATEMENT.

ESTIMATE of Expenditure, Receipts, and Profit for one year, with apportionment of Profit, showing that a Dividend of 15 per cent. can be paid, the entire Debenture capital returned, and a large Reserve Fund accumulated.

EXPENDITURE.			RECEIPTS.		
<i>Atlantic Section.</i>			<i>Atlantic Section.</i>		
	£	s. d.		£	s. d.
Total disbursements for twenty-six round trips from London to Portland, U.S., and back	145,873	0 0	Total receipts for voyages out ...	135,200	
			Do. home...	150,800	
				286,000	0 0
<i>Pacific Section.</i>			<i>Pacific Section.</i>		
Total disbursements for thirteen round trips from San Francisco to Sydney and back ...	185,185	0 0	Total receipts for voyages out and home ...	234,000	0 0
Profit, after allowing 10 per cent. interest on capital sunk in ships and making provision for renewal fund and repairs, amounting to £82,316 per annum	188,942	0 0			
Total.....	£520,000	0 0	Total	£520,000	0 0

PROFIT

Under all these circumstances, I must again urge the importance of empowering your Agent General, or some other plenipotentiary here, to conclude such arrangements with the Corporation as will warrant them in incurring the large outlay required for purchasing an efficient fleet.

The arrangements of the Corporation contemplate a fortnightly service as soon as the traffic anticipated has been proved to be sufficient to render such an addition remunerative. The contract might give the option for a fortnightly service after the expiration of the first twelve months, and for which an annual subsidy of £50,000 would be required.

I beg sincerely to thank you for the kind wishes you have expressed for the success of the enterprise, which, backed as it is by powerful and influential support at home, conferring as it will unparalleled benefits on the Colonies, now only requires the countenance and assistance of the Australasian Governments to become the greatest and most important steamship undertaking ever established.

I have, &c.,

EDMUND WM. WHEELER,
Secretary *pro tem.*

[Enclosure.]

THE ATLANTIC AND PACIFIC STEAMSHIP CORPORATION (LIMITED).

Capital, £500,000, in 50,000 shares of £10 each, with power to increase.

	£	s.	d.
Payment on application	1	0	0
„ allotment	1	10	0
„ 15th June.....	2	10	0
„ 15th September	2	10	0
„ 15th December	2	10	0
	<hr/>		
	£10	0	0

Of these 10,000 shares are reserved for subscription in the Colonies.

Directors :—

Lord Louth, Chairman.

Sir George Grey, K.C.B., Belgrave Mansion.

Sir Charles Clifford, Kt., Campden House, Broadway, Worcestershire.

Sir Henry Drummond Wolff, K.C.M.G., Director of General Credit and Discount Company, Boscombe Tower, Ringwood, Hants.

C. R. M. Talbot, Esq., M.P., Penry Castle, Glamorganshire, Director Great Western Railway.

Charles Reed, Esq., M.P., Director National Provident Institution.

Thomas Meyrick, Esq., M.P., Pembroke.

Admiral C. Baillie Hamilton, Warwick Square, S.W.

Richard Bassett, Esq., Bouvilstone, Cardiff, Director Great Western Railway.

William Owen, Esq., Wythyside, Haverfordwest, Chairman Tenby Railway.

Capt. Richard C. Mayne, R.N., C.B., Chester Square.

With power to add to their number.

Auditors :—Messrs. Quilter, Ball, & Co., 3, Moorgate-street, London, E.C.
Robert Macfie Cunningham, Esq., 110, Cannon-street, E.C.

Bankers :—The Imperial Bank (Limited), Lothbury, E.C.

Solicitors :—Messrs. Bischoff, Bompas, & Bischoff, 3 and 4, Great Winchester-street Buildings, E.C.

Marine Superintendent :—Captain John Vine Hall.

Traffic Manager :—W. H. Sheat, Esq.

Secretary, pro tem. :—Edmund William Wheeler, Esq.

Temporary Offices :—40 and 41, Palmerston Buildings, Old Broad-street, and Bishopsgate-street Within, E.C.

THE object of this Company is to found a steam service uniting England with her most distant Colonies by an entirely new route, for the conveyance of mails, passengers, bullion, &c.

The service will be performed by powerful steamers (fitted with the latest improvements), from Milford Haven to Portland, U.S., in nine days; by rail in seven days to San Francisco; and thence by steam in twenty-three days to Australia and New Zealand, being in all under forty days.

Arrangements have been made with various Railway Companies, especially the Great Western of England and the Grand Trunk of Canada, for the booking and conveyance of mails, passengers, and goods between the chief towns and cities of Great Britain, the United States, Canada, and Australia, at reduced rates, and for running trains in connection with the steamships. With a view to assist in carrying these arrangements into effect, and as an earnest of their interest in the undertaking, the Great Western Railway Company have requested two of their Directors, C. R. M. Talbot, Esq., M.P., and Richard Bassett, Esq., to represent them on the Board of this Company.

To avoid delay in commencing the service, negotiations are in progress for securing an efficient fleet. Communications have been addressed to the Australian, Canadian, French, and British Governments, with a view to the conveyance of mails; and arrangements are in progress under which it is hoped that subsidies from the New Zealand, New South Wales, Victorian, Tasmanian, Queensland, and French Governments may be secured.

The growing importance and requirements of Canada, Australia, and New Zealand,—the demand for improved postal arrangements,—the development of commerce, calling for more rapid and frequent communication,—and the vast stream of emigration now requiring increased means of transport,—have rendered the establishment of such a service an absolute necessity.

The prominent advantages which this route possesses are,—

- I. Rapidity and economy,—the voyage being performed in less time and at less expense than by any existing service.
- II. Healthiness, comfort, and pleasure of the land journey.
- III. Direct and intimate communication between England, Canada, and Australia, her two largest and most important possessions; and the union of the two greatest gold-producing countries of the world, California and Australia, by a line throughout which the English language is spoken.
- IV. The terminal ports, which are safe, commodious, and accessible at all seasons, and at which coals can be obtained at the cheapest possible rates, and port charges reduced to a minimum.
- V. The opening out and working of a new route through important districts and centres of commerce at present unoccupied by any existing service, thus developing a traffic hardly to be over-estimated.

The considerable revenue from freight and passengers (supplemented by the subsidies expected from mail contracts) will tend to insure large profits and handsome dividends on the capital employed. Calculations have been made as to the probable profits of the undertaking, the details of which may be seen at the Company's office, showing that, without calculating the subsidies, and after making a liberal allowance for depreciation of ships, insurance, &c., in addition to the ordinary working expenses, a handsome dividend may be confidently anticipated.

Power is taken in the articles of association to issue debenture bonds for a sum not exceeding £500,000.

The operations of the Company will be greatly facilitated by the beneficial arrangements made with, and the valuable support afforded by, the important Railway Companies who are largely interested in the success of the undertaking.

The memorandum and articles of association, and copies of the various agreements entered into, can be seen on application to the solicitors, Messrs. Bischoff, Bompas, and Bischoff, 3 and 4, Winchester-buildings, Great Winchester-street, and at the Company's Offices, where also copies of an explanatory pamphlet can be obtained.

Applications for shares on the accompanying form should be left at the Company's bankers, together with the necessary deposit, which will be returned in the event of no allotment being made. If an allotment is made, the deposit will be applied towards the amount payable on the shares allotted.

— — — — —
The following is a copy of the Memorandum of Association :—

1. The name of the Company is "The Atlantic and Pacific Steamship Corporation (Limited)."
2. The registered office of the Company is to be in England.
3. The objects for which the Company is established are,—

Firstly.—The conveyance of mails, passengers, and merchandise, in steam and other vessels, to, from, and between any port in the United Kingdom or the Continent of Europe and any port on the east side of the Continent of America; across such Continent from any point of departure to any port, station, or place on the western side of the said Continent of America; and from such port, station, or place, to Her Majesty's Colonies in Australia, New Zealand, and elsewhere; or to any other port or place to which it may be desired to despatch such vessels from the said western side of America, for the conveyance of passengers, mails, and cargo.

Secondly.—The purchasing and holding of lands, of any tenure, in any part of Her Majesty's possessions or dominions, or elsewhere, and with or without building thereon, for the purposes of the Company, and the allotment and resale of such lands or of any part or parts thereof, and the purchase, construction, and renting of such docks, dockyards, wharves, factories, patent or other slips, warehouses, and other works and erections necessary or convenient for the docking, building, and repairing of vessels, and the loading, unloading, reception, preservation, and safe keeping thereof, and of goods and merchandise, and the embarkation and landing of passengers, as the Company may from time to time determine.

Thirdly.—The carrying on of the trades or business of shipbuilders, shipowners, merchants and shippers, and of common carriers, and also of emigration agents.

Fourthly.—The purchase of the stock-in-trade and goodwill of any Company or Corporation, person or persons, carrying on the trades and businesses, or any of them, hereinbefore mentioned.

Fifthly.—The doing all such other things as are incidental or conducive to the attainment of the above objects.

4. The liability of the members is limited.
5. The capital of the Company is £500,000, in 50,000 shares of £10 each.

— — — — —

The following contract has been entered into :—An agreement, dated 15th March, 1870, between Benjamin Weston Wells of the one part, and John Honor Croucher of the other part.

— — — — —
THE ATLANTIC AND PACIFIC STEAMSHIP CORPORATION (LIMITED).

No.

Form of Application.—(To be retained by the Bankers.)

Gentlemen,

Having paid to your Bankers the sum of £ , being a deposit of £1 per share, I request that you will allot me shares, of £10 each, in your Company, upon the terms of the prospectus and memorandum, and articles of association; and I hereby agree to accept the said shares, or any smaller number which you may allot to me, and to make the payment of £1 10s. per share on allotment, and to become a member of the Company; and I request you to place my name on the register of members in respect of the shares which may be allotted to me.

I am, gentlemen,
Your obedient Servant,

Name in full—

Address in full—

Date 1870.

— — — — —
THE ATLANTIC AND PACIFIC STEAMSHIP CORPORATION (LIMITED).

No.

Banker's Receipt.—(To be retained by applicant.)

Received, the day of , 1870, on account of "The Atlantic and Pacific Steamship Corporation (Limited)," from the sum of pounds, being a deposit of £1 per share on application for shares of £10 each.

For

£ : :

No. 10.

MESSRS. GILCHRIST, WATT, & Co., to THE COLONIAL TREASURER.

Sydney, 13 June, 1870.

SIR,

Observing that the Agent of Mr. Webb, the American shipowner, is agitating in Melbourne for a mail route from San Francisco, and as the Intercolonial Conference will shortly be held in Melbourne, we feel it our duty to state that, by a late mail from London, we had letters from the North Pacific Transportation Company, in which it is stated,—

"We are running a line of steamers monthly to Honolulu from this city, under a contract and subsidy from our own Government; and Mr. Benjamin Holladay, the President of the Company, is now in Washington negotiating with the Government for a further mail contract and subsidy, to enable us, with the aid we hope to obtain from Australia, to extend our line to Sydney and such other points as may be deemed desirable. To put such a line in successful operation for monthly mail service would require at least four steamers, say 1,500 tons each. "The

“The regular freighting and passenger business would not justify the outlay of capital necessary to carry it on. If we succeed in obtaining from the United States Government a fair subsidy, with some assurance that the Colonies would also contribute sufficient to guarantee us that there would be no great loss in the enterprise, we are prepared within a reasonable time to initiate the line.”

and we would respectfully urge that no arrangement be completed with any other party until a fair opportunity be offered to the N.P.T. Co. to compete; the more so as this, we believe, is the Company with which Mr. Hall, the U.S. Consul, relies on making arrangements to enable him to carry out the contract he has now made with the New Zealand Government.

A mail service by this route ought to be performed on moderate terms, and as expeditiously as the route *viâ* Suez.

There is very frequent communication from Great Britain to New York by some of the finest steamers in the world, running, most of them, without any subsidies, but bound to carry letters at a fixed rate. An arrangement with one of these lines ought to be made on very reasonable terms: the transit would occupy 9 days. Then, as regards the railway across the American continent, there is little doubt that the U.S. Government, from their desire to make their territory the pathway of the commerce of the east, would afford every facility for the transit of mails and passengers to Australia, and the time occupied would not exceed 6 days.

From San Francisco, eastwards, the U.S. Government have already a subsidized line as far as Honolulu. It is probable that the negotiation of the N.P.T. Co. for a further subsidy to enable them to extend their operations to Australia will be successful. If this be so arranged, then a moderate subsidy from the Australian Colonies should suffice.

The distance from San Francisco to Honolulu is 2,091 miles, which, at the moderate speed of 9 knots, would take 9 days 16 hours; from Honolulu to Levuka, the most desirable port of the Fiji Islands, the distance is 2,650 miles, which, at 9 knots, would take 12 days 6 hours; from Fiji a branch boat could take the New Zealand mails to Auckland, the distance being 1,140 miles, which, at 9 knots per hour, would take 5 days 7 hours. The mail boat could then proceed from Fiji to Sydney direct, a distance of 1,740 miles, which, at 9 knots, would take 8 days 1 hour; a branch boat might start from the Fiji to Brisbane, calling at New Caledonia (if the French Government were willing to contribute). The distance from Fiji to Brisbane is 1,524 miles, which would take 7 days 1 hour—thus making Brisbane the first port in possession of the latest intelligence, an advantage which should make the Queensland Government to contribute liberally to the line.

As Brisbane and Sydney are connected by telegraphic wire, and by steam communication twice a week, probably the branch steamer could be dispensed with, and the mail boat could proceed direct to Sydney or Brisbane as might be arranged; if to Brisbane, then the mails could be landed in the Bay, and the steamer at once proceed to Sydney; and allowing 48 hours to Sydney, the time from Fiji to Sydney, *viâ* Brisbane, would be 9 days 1 hour; but telegraphic advices would of course be 48 hours earlier.

It is unnecessary to expatiate on the advantages which would accrue to the Eastern Colonies from thus having in direct steam communication the valuable islands of the Pacific.

It is sufficient to look at the question as one of a mail route only, alternating with the Suez route; and in this it will stand comparison, and will place the Australian Colonies in speedy and direct communication with North and South America on the one hand, as well as with Europe, Asia, and Africa on the other.

The time calculated for conveyance of mails from England to New York is 9 days, from New York to San Francisco (by railway) 6 days, and allowing 2 days for stoppages at Honolulu and Fiji, the total time occupied in transmission of letters by this route would be—

To Sydney direct, 47 days. A gain of 2 days on the contract time *viâ* Marseilles and Suez.

Brisbane direct, 46 days. A gain of 5 days.

Auckland, 45 days 5 hours.

and by increasing the speed of the steamers beyond the moderate rate of 9 knots a considerable further saving in time may be effected.

The communication betwixt Sydney and China would be as expeditiously carried on *viâ* Honolulu as *viâ* Galle.

If Victoria, with South Australia, Western Australia, and Tasmania, would then undertake the burden of the Suez route, and Sydney, in conjunction with Queensland and New Zealand, that of the San Francisco route, in alternate fortnights, it is probable the interests of all the Colonies would be most effectually and economically served.

We have, &c.,
GILCHRIST, WATT, & Co.

No. 11.

THE COLONIAL SECRETARY, QUEENSLAND, to THE COLONIAL SECRETARY, N.S.W.

Queensland.

Colonial Secretary's Office,
Brisbane, 15 October, 1870.

SIR,

I do myself the honor to call your attention to the proposed steam communication between England and Australia *viâ* San Francisco.

Some correspondence has taken place between this Government and Mr. Collie, of the firm of Collie, Stewart, & Co., the San Francisco agents of Mr. W. H. Webb of New York, with reference thereto; but as Mr. Collie informs me that he has also addressed your Government on the same subject, it will not be necessary to enter into the details of the proposed route, with which you have been already made acquainted.

It will be sufficient to state, that it is in contemplation to establish a line of powerful steamers, to run monthly between San Francisco and Sydney direct, avoiding any part of New Zealand, and calling at Honolulu, the Fijis, New Caledonia, and the pilot-station at Moreton Island, in Queensland, where it is proposed only to land passengers and the mails.

For

For this monthly service a subsidy of £120,000 was required; but upon my making it a condition for further negotiation that the service should comprise thirteen instead of twelve trips per annum, alternating with the Suez route, no objection was raised on the part of Mr. Collie.

Of this sum of £120,000, it is anticipated that one moiety will be provided by the United States Government; and it is proposed that the second moiety shall be contributed by the Sandwich Islands, New Caledonia, New South Wales, and Queensland, in the following proportions—

Sandwich Islands...	... ..	£ 6,000
New Caledonia ...	... ..	12,000
New South Wales ...	... ..	32,000
Queensland ...	... ..	10,000

There are many reasons which would tend to render this line more advantageous to New South Wales and Queensland than one which would place New Zealand in the main line of traffic between Honolulu and San Francisco, as contended for by the Government of that Colony. There would be a great saving of time effected by adopting the direct line, which may be estimated as a clear gain of five or six days to Sydney (the average voyage between that place and Auckland); and, by avoiding the stormy coast of New Zealand the voyage would be performed with greater regularity and despatch, while a direct communication would be opened at once with the Fijis, tending to the commercial development of this group, the importance of which is every day becoming more apparent.

If your Government coincide with our views, we shall be prepared to ask Parliament, as soon as it meets, to agree to certain resolutions which will enable this Government to negotiate with Messrs. Collie, Stewart, & Co., or with any other firm willing to enter into a contract for establishing a line of steamers on the proposed route.

We are given to understand that the New Zealand Government, without waiting for parliamentary action on the part of New South Wales and Queensland, have decided upon carrying out their own line, and making one of their own ports the terminus. If this is the case, it will not be necessary to submit to Parliament the arrangements formerly contemplated.

I shall be glad to learn your views in connection with the subject of steam communication between San Francisco and the Australian Colonies, at your earliest convenience.

I have, &c.,
A. H. PALMER.

No. 12.

THE NORTH PACIFIC TRANSPORTATION CO., SAN FRANCISCO, to THE COLONIAL SECRETARY, N.S.W.
Auckland, New Zealand,
29 November, 1870.

SIR,

We feel it incumbent upon us, as an act of courtesy to your Government, to send to you at the earliest possible moment the enclosed memoranda by the Postmaster General of New Zealand, which fairly enough indicates the main features of a postal contract we have just negotiated with him.

It is a source of much regret to the people of America that proposals heretofore made to you for a San Francisco Service were so coldly received, which coldness we can only attribute to the fact that the thorough determination of the Government and people of the United States to assist such Australasian Colonies as desired to co-operate in obtaining first-class steam communication by way of our Continent to the Old World, was not better understood. We cannot avoid the conclusion that, when your people come to better realize the advantages they are losing, the non-co-operation of their Government will cause them regret.

We have to inform you that a convention has been ratified between the Governments of the United States and New Zealand, by which the former agrees not to permit the transit of any mail matter across the American Continent from the Australias without the consent of the latter.

You will observe by the terms of the contract that, under certain circumstances, a line to your Colony by way of Fiji may be run by us. The advantages of such a line to the whole of Australia and your Colony especially would seem to be incalculable. By it we should be able to contract to deliver letters in Sydney within forty-two days from London, and full and exact telegraphic news from all parts of the world within twenty-six days. If you care to express your views in respect of that line, which we very much desire to see carried out, we shall be glad to receive the same addressed to us at the office of our Agents, Messrs. Cruickshank, Smart, & Co., Auckland, by the 12th of March next, on which date our first vessel will arrive.

We have, &c.,
HOLLADY & BRENHAM,
Per WM. NEILSON.

[Enclosure.]

THE UNITED STATES, NEW ZEALAND, AND AUSTRALASIAN STEAM-PACKET LINE.
(From the *Daily Southern Cross*, 28th November, 1870.)
Memorandum of the Postmaster General.

THE following is published for general information:—

The Postmaster General records with much gratification that, after considerable difficulty and protracted negotiation, he has succeeded in arranging the terms of a new contract for a mail service between New Zealand and San Francisco, with Mr. W. Neilson, the confidential representative of the North Pacific Transportation Company (Messrs. Holladay and Brenham, San Francisco), between which Company and Mr. Webb, of New York, there has been an amalgamation of interests, and an arrangement entered into by which Mr. Webb's ships are to perform the service.

The following is an outline of the arrangement entered into:—

The contractors are to establish a line of mail steamers, under the style and title of "The United States, New Zealand, and Australian Line." The steamers to be employed are the "Nevada," the "Nebraska," and the "Dakota"; with the proviso that the "Moscs Taylor" may be temporarily used, in the event of accident to any of the three vessels named; and further that, should any of the three become unserviceable, others are to be substituted, to be approved by the Postmaster General. The contract vessels are to be, in every respect, first-class mail and passenger steamers, and to be maintained as such.

The

The contract is to be for ten years, subject to the condition that, within six months from the arrival of the first boat at Wellington (say about the beginning of September), the Assembly may decide that the duration of the contract shall be for three years only; but the Government are to use their best endeavours to secure that the ten years' period be accepted by the Assembly.

The service first commenced is to be a temporary one; and in the contract it is described as "Line No. 1." Three alternative lines are provided for, one of which will have to be finally adopted, under conditions set forth in the contract, and which the Postmaster General proposes now to indicate. To all the four lines one feature is common,—that the main boat runs from San Francisco to Port Chalmers, calling at Auckland, Wellington, and Lyttelton.

Line No. 1.—A steamer to leave San Francisco once in every calendar month, commencing on the 16th February next, and to proceed to Port Chalmers, calling at Auckland, Wellington, and Lyttelton; and to return from Port Chalmers to San Francisco once in every calendar month, calling at Lyttelton, Wellington and Auckland. Between San Francisco and Auckland two ports may be visited; those ports to be selected by Mr. Neilson, but to be within the Hawaiian, Society, Navigator, or Fijian groups. The ports so selected are to be visited for coaling purposes only; and there is an express prohibition against any connection being effected between either of the coaling ports in New Caledonia or in Australia. For this line the payment is to be £40,000 for twelve complete services; and any subsidies received from Australia or New Caledonia are to be equally divided between the New Zealand Government and the contractors.

Within six months of the date of the arrival at Wellington of the first contract vessel, the Postmaster General may give to the contractors notice that he adopts, as the alternative of the initiatory line (No. 1), the line described in the contract as—

Line No. 2.—This line is for a service precisely as described under the heading, "Line No. 1"; but thirteen complete services are to be performed within the year, instead of twelve, and the contractors are to establish a branch steamer between Auckland and Sydney, and any other branches they please, from New Zealand ports, but they are not to be at liberty to run any branch steamers except from New Zealand ports. For Line No. 2, the payment is to be £60,000 for thirteen complete services, including the branch line; and all subsidies received, whether from the Australian Colonies or from New Caledonia, are to belong wholly to the New Zealand Government.

If, within six months of the arrival of the first contract boat at Wellington, the Postmaster General does not give notice to adopt Line No. 2, the contractors may elect to carry out Line No. 3 or Line No. 4.

Line No. 3 is similar to Line No. 1, only that the contractors are to receive the subsidies from the other Colonies, less 10 per cent. to the New Zealand Government. They are to be at liberty to establish branches to any Australian Colony, or to New Caledonia, from New Zealand; but they are not to run any branch boats except from New Zealand ports. The payment for Line No. 3 is to be £40,000; the contractors receiving all subsidies paid by other Colonies, and retaining the amount, less 10 per cent., which they are to pay to the New Zealand Government.

Line No. 4 is the same as the others, in regard to the main boats running to Auckland, Wellington, Lyttelton, and Port Chalmers; but the contractors are to be at liberty to run branches from the Fiji Islands to Australia, and to make such arrangements as they please respecting subsidies from Colonies other than New Zealand. The payment for this line to be £30,000 per annum.

Time: In each of the four cases described, the contract time between San Francisco and Auckland is to be twenty-four days; and the contractors are to use all diligence to perform the distance between Auckland and Port Chalmers within one hundred hours, subject to a penalty of £2 per hour for unnecessary delay. If the Government adopt Line No. 2, the contract time between San Francisco and Sydney is to be thirty days. If the contract time is exceeded, the contractors are to pay a penalty of £2 per hour for such excess, unless a reasonable cause can be shown for it; and they are to receive a bonus of £2 for each hour less than contract time within which any service is performed between San Francisco and Auckland, or San Francisco and Sydney.

The Postmaster General is to have power to make and to vary time-tables. The vessels may be detained twenty-four hours in New Zealand, and twenty-four hours in Sydney. They may also be detained forty-eight hours in San Francisco, whenever it may be necessary so long to await the arrival there of the mails from Europe.

The contract vessels are to be exempt from all port, light, or wharfage dues or charges in New Zealand. On board each vessel, first-cabin passengers are to be provided, without charge, for a mail agent and his assistants.

The contractors are to enter into bonds, to the amount of £25,000, for the due performance of their contract.

The contractors agree, subject to a penalty of £1,000 per annum, to procure from the United States an exemption from all the charges for mails between San Francisco and London, and between New York and San Francisco, which are now imposed under the Convention between the United States and Great Britain. The contractors also agree to use their best endeavours to secure a concession under which wool, the produce of any Colony contributing to the mail subsidy, and the fibre of the *phormium tenax* produced in New Zealand, shall be admitted into the United States duty free.

These are the principal features of the contract. Some details still have to be settled between the contractors and the Postmaster General. Until it is known what the United States Government may decide to do in respect to some of the open questions, it may not be desirable that specific offers should be made to the Australian Colonies. The contract contains ample provision for securing payment of subsidies from other Colonies. It may be observed that the Post Office Act No. 2, passed last Session, and the terms of the Convention proposed to the United States (which Mr. Neilson announces that the authorities of that country have agreed to), have been signally useful in smoothing over one of the most difficult features of the contract—that of dealing with non-subsidizing Colonies.

The Postmaster General, in accordance with the Resolutions of the Assembly, made it a condition in every case that the main-line steamers should come on to New Zealand, and should call at Auckland, Wellington, Lyttelton, and Port Chalmers. There was a great difficulty in procuring the consent of the contractors' representative to the main-line boats visiting so many New Zealand ports; and the arrangement in respect to time between Auckland and Port Chalmers, with penalty for delay, is the very best that the Postmaster General could succeed in effecting. The representative of the contractors declined to make any arrangement as to Napier, and whether the contract vessels will call at that port must depend upon future negotiations.

Every one of the lines will substantially comply with the conditions laid down by the Assembly in the Resolutions of last Session; but Line No. 4, in permitting the diversion of the Australian traffic at the Fijis, will be least in accordance with the spirit of the Resolutions. Unfortunately, it may be taken for granted that, if the Colony does not adopt Line No. 2, the contractors will adopt Line No. 4. They would, by it, in all probability, obtain much larger subsidies from the Australian Colonies than by the New Zealand route. In the case of the other lines, if the vessels call at the Fijis, they are to do so for coaling purposes only. The main steamer is to proceed to New Zealand, and no branches are to be run except from New Zealand ports.

A subsidy of £60,000 may seem to be a large one—and especially so as compared with the amount indicated in the Resolutions of the Assembly. Care has, therefore, been taken to give the Assembly time to decide whether the Colony shall adopt Line No. 2, or leave the contractors their choice between Line No. 3 and Line No. 4. But as the point is certain to be immediately discussed, the Postmaster General takes the opportunity of remarking upon it, without, however, committing himself to a conclusion as to which choice will be recommended to the Assembly.

Line No. 2 is, in effect, not widely different from the service contemplated by the Resolutions. It is true that the amount named in the Resolutions is £40,000; and that the Assembly understood that subsidies from other Colonies would go in reduction of that sum. But it must be remembered that, for the £60,000, thirteen complete services a year will be secured, and also a branch line to Sydney; while the line for which the Assembly approved of paying £40,000 would have been merely a line to New Zealand. The Australian Colonies would have had to arrange for branch services, and would have contributed to the line only as far as New Zealand. Under Line No. 2, the Colony will be able to offer to lay down the mails in Sydney. If Line No. 2 is adopted, the £60,000 a year will be reduced by the amount of all subsidies received from Australian Colonies; and if the concession as regards the Convention between the United States and Great Britain be secured—(the contractors binding themselves in a penalty of £1,000 per year to obtain it)—the postages in England and Australia would alone amount to a very handsome contribution from the Australian Colonies for the carriage of their mails.

In any case, the Australian Colonies should, unitedly, pay not less than from twenty-five to thirty thousand pounds a year; and, supposing the concession above mentioned to be secured, New Zealand would save a very large sum per annum in regard to her own mails, for the Imperial Government would hand over to the Colony the postages collected on the other side, but which are now detained to defray the charges payable by Great Britain to the United States, under the Convention.

It must be added, that the adoption of Line No. 2, by placing the whole service in the hands of New Zealand, would secure that the traffic between Great Britain and the United States on the one hand, and the Australian Colonies on the other, should permanently pass through New Zealand, instead of passing by it, as would be the case were the contractors enabled to adopt Line No. 4, and to run branch boats from Fiji to Australia. Still further, if the Colony should adopt Line No. 2, not only will it include connection with Sydney, from Auckland, but, by lines of steamers already existing, there would practically be direct communication between Melbourne and the Main Line, at Dunedin, Lyttelton, and Wellington.

The Postmaster General believes that the contract times are such that it would be impossible for the Australian Colonies not to come in and to contribute fairly in reduction of the £60,000 subsidy. The contractors have assisted in maturing arrangements by which the journey between San Francisco and New York, and from New York to San Francisco, will be performed in five days instead of seven; and a steamer is always to be ready at New York to start with the mails for England as soon as they arrive. The transit from San Francisco to London will thus be effected in fifteen days; while from Sydney to San Francisco the time will be thirty days. Thus mails from London to Sydney, or from Sydney to London, would be delivered in forty-five days, and mails to or from Melbourne would be received and delivered in forty-seven days. Those times, indeed, would probably be materially reduced; for the contractors state that they would be able to save two days, should it be worth their while to do so.

Supposing New Zealand adopts Line No. 2, the Government would be able to choose, under the thirteen-services condition, either Sydney or Melbourne as the port at which to make the times correspond with those of the boats of the Peninsular and Oriental Company; or the Government would be able to give to either Sydney or Melbourne an absolute fortnightly service to England. Whichever of those courses might be adopted, it is impossible to avoid the conclusion that there would be a mail service to which public opinion in the Australian Colonies would demand that contribution should be made; whilst it is also impossible not to conclude that, as a passenger route, the service would be unequalled.

There are many other considerations to be taken into account in choosing between the services. Line No. 2, with contributions from the other Colonies, and with the English postages which would be set free by the United States foregoing the transit charges, should not cost much, if any, more than £25,000; whilst, under similar circumstances, Line No. 4 would cost about the same amount, with far less advantages. Line No. 3, with nearly equal advantages, would cost about the same, but with less risk of costing more through the Colonies not contributing. But the contractors have the option, if Line No. 2 is not adopted, of choosing between Line No. 3 and Line No. 4, so that No. 3 cannot be counted on. It will be for the Assembly to decide whether Line No. 2 involves so much risk as to make it desirable to be prepared for the substitution of Line No. 4, which, after all, would be a very good service. It, or any of the other lines, would give New Zealand a service which would cost much less than the Panama service, or than the Suez service (with intercolonial and interprovincial distributing boats) has cost; whilst, as compared with either, it would confer immeasurably greater advantages, direct and indirect.

The contractors propose to charge £85 for the through passage to England, including railway fare across the American Continent; and to leave to each passenger the option of proceeding direct, or delaying at different places as long as may be desired. The Postmaster General is informed—although it is not a condition of the contract—that a uniform rate to England is to be charged from all ports of New Zealand.

Should effect be given to the provision for the admission duty-free into the United States of New Zealand flax, and of wool, the produce of New Zealand or of any Colony contributing towards the service, another inducement to the Australian Colonies to contribute will be supplied.

It can scarcely be doubted that the establishment of the line will lead to the development of the New Zealand coal-fields; in which case it would be no exaggeration to regard the subsidy as being more than recouped to the Colony, by the money-payments for its coal, and by the employment to labour and capital which would be afforded.

The time-table fixed for the commencement of the service is as follows:—To leave Port Chalmers, Sydney (if required), and London, on the 1st of each month; Auckland on the 7th; and San Francisco on the 16th. This will enable letters despatched from London on the 1st of the month to be delivered in Port Chalmers on the 15th, and in Sydney on the 16th, of the following month. There will be about a fortnight for answering; and replies leaving Port Chalmers or Sydney on the 1st will reach London on the 15th of the following month, thus giving a "course of post" of about 105 days, or three months and a half. The same will apply to answers to letters sent from Port Chalmers or Sydney. In the case of Wellington or Auckland, the time here stated would be reduced by several days.

In conclusion, the Postmaster General would observe that the contract appears to be one of an eminently satisfactory nature. It will stand the test of meeting the requirements of the whole Colony, as a first-class mail, passenger, and commercial service; and if tested as regards its effect upon the much discussed separate interests of the different parts of the Colony, the conclusion must be that no service more likely to do justice to those interests could be obtained, even if one could be devised.

Auckland, 24 November, 1870.

JULIUS VOGEL.

The following description of the vessels to be employed is taken from the American Lloyds for 1870:—

"NEBRASKA."—The steam-ship "Nebraska," 2,143 tons register, built in 1865, under official supervision, specially surveyed, and classed as extra A1 in 1869. Built of oak and hackmatack, on iron frame, three decks and beams; 15 feet draft. Half brig rig. Dimensions—370 feet length; breadth, 39 feet; depth, 26 feet; beam engines, 81-inch cylinder; stroke of piston, 12 feet. Double-planked with 4-in. oak. Made 15½ knots on her trial trip.

"NEVADA."—The steam-ship "Nevada" was built at the same time as the "Nebraska." Her tonnage is the same, and she is in every respect a similar vessel, except that her cylinder is 4 in. larger.

"DAKOTA."—The steam-ship "Dakota," 2,153 tons register, was built in 1865, and specially surveyed and classed in 1869 as extra A1. She is similar in every respect to the "Nebraska." At present she is employed in the trade between New York and the West Indies.

"MOSES TAYLOR."—The "Moses Taylor" is 1,354 tons register, was built in 1857, and was resurveyed and classed as extra A1 in 1869.

No. 13.

H. H. HALL, ESQ., U.S. CONSUL, to THE HON. SIR JAMES MARTIN.

U.S. Consulate, Sydney,
21 December, 1870.

SIR,

I have the honor to inform you that my present contract with the New Zealand Government, for the conveyance of Her Majesty's mails to San Francisco, *via* Auckland and Honolulu, will terminate in April next, the New Zealand Government having entered into a contract with the North Pacific Transportation Company for a monthly service, having Otago for a terminus, making the main line entirely a New Zealand one, and leaving the more important Australian Colonies dependent upon an inferior branch service.

This contract was offered to me, but I declined accepting it, as I have found during the last (10) ten months, that a loss of from four to five days has been incurred through deviating from the direct route in order to call at Auckland. The heavier weather so prevalent on the New Zealand coast has also thereby been encountered.

I am also of opinion that by running only twelve services in the year the commercial interests of these Colonies are not sufficiently advanced. The line that I now propose to establish will give a fortnightly service, and will open up the trade of the Pacific, on which too great a commercial value can hardly be set by these Colonies. As the telegraphic communication between England and the Australian Colonies will

will very soon be completed, it is highly desirable that the proposed route should be supported, from the very fact that by it we shall have from three to four days earlier news, and this route will then complete the postal conveyance round the world. I would now most respectfully submit the following considerations in favour of the adoption of my proposal:—

- 1st. In maintaining the line having Sydney for its terminus, and carried on by colonial capital, there will be expended in Sydney alone from £90,000 to £100,000 annually.
- 2nd. A large trade between these Colonies and San Francisco will also be opened up, and will no doubt be of great advantage to these Colonies in the re-exchange of the raw materials of both countries.
- 3rd. The subsidy of (£45,000) forty-five thousand pounds sterling, which I now ask this Colony to guarantee, is nearly one-half less than the P. and O. Co. ask from the various Colonies to establish a fortnightly service, which would assign a very small contribution to each of them, and by such a service forming a close alliance with that immense continent of America, as well as Canada, which will tend to develop not only the trade of the entire Pacific, but also the natural resources of the Australian Colonies, and establish to them a permanent mail service that will prove second to none now established in the world.

As this is purely an Australian service, and pre-eminently advantageous to these Colonies, I respectfully submit that it deserves the most earnest consideration and support of your Government.

Apart from the great desirability of having more than one mail line to Europe—most clearly shown by the present complicated state of affairs there—the establishment of the proposed service would do much to raise New South Wales to her proper position among the Australian Colonies; for while Victoria has been arranging for a service by the Cape, and New Zealand has been monopolizing the benefits to be derived from the late contract with the American Company, New South Wales, with greater natural advantages than either Colony, has been standing idly by doing nothing.

Awaiting your favourable consideration,—

I have, &c.,
H. H. HALL,
U.S. Consul.

[Enclosure.]

TENDER for the conveyance of Her Majesty's mails between Sydney and San Francisco, *via* Fiji and Honolulu.

Sir,

I hereby offer to convey Her Majesty's mails by steam-vessels between Sydney and San Francisco, touching at Fiji and Honolulu, and also at the Isle of Pines if required, for the sum of (£45,000) forty-five thousand pounds sterling, for thirteen (13) complete services each year, the contract to be subject to the usual conditions of steam postal service.

The steam-ships to be employed in opening the service will be the "Wonga Wonga," "City of Melbourne," and "City of Adelaide." If a fourth vessel is necessary, one of a similar class to be provided, and when the trade warrants it vessels of a larger tonnage to be employed. In every case the steamers are to be subject to the approval of the Postmaster General and the Marine Steam Navigation Board. The Colony of New South Wales guaranteeing to me the said subsidy. All subsidies received, whether from the other Australian Colonies or from Great Britain, to belong to the New South Wales Government.

The contract to be for (10) ten years, subject to the condition that any period after the expiration of (6) six months from the departure of the first steamer, the Postmaster General shall have the option of discontinuing the service on his giving (2) years' notice of his intention to do so.

To leave Sydney every (28) twenty-eight days, commencing on the 8th April, 1871. Time occupied between Sydney and San Francisco and *vice versa*, including stoppages, (30) thirty days.

Premium or penalties to be on the basis of (£50) fifty pounds sterling per diem.

Estimated time between San Francisco and Liverpool (15) fifteen days, being a saving of (4) four days over the present mail service *via* Suez.

The Postmaster General to fix the time-table alternating at regular intervals of (14) fourteen days with the existing four-weekly service *via* Point de Galle.

The service to be designated the "Australian South Pacific and California Line of Steam-packets."

To the Hon. Sir James Martin,
Premier, &c., &c.,
New South Wales.

I have, &c.,
H. H. HALL,
U.S. Consul.
U. S. Consulate, Sydney,
21 December, 1870.

No. 14.

H. H. HALL, ESQ., U.S. CONSUL, to THE POSTMASTER GENERAL, N.S.W.

U. S. Consulate, Grafton Wharf,
Sydney, 31 December, 1870.

SIR,

I have the honor to inform you that I have had an interview this morning with Mr. Palmer, the Colonial Secretary of Queensland, and informed him that I had tendered to the Government of New South Wales for the conveyance of mails, leaving this Government to arrange with the Government of Queensland for the conveyance of their mails.

Judging from the tenor of your former negotiations in similar matters, it would only be presumption on my part to offer any suggestions.

I have, &c.,
H. H. HALL,
U.S.C.

No. 15.

No. 15.

MINUTE UPON THE OCEAN POSTAL SERVICES WITH EUROPE.

For the consideration of the Cabinet.

1. The contract of the New Zealand Government for the conveyance of mails *via* San Francisco (to which this Colony is in some sense a party) terminating in April next, renders it necessary for the Government to determine what course it will adopt in regard to any future service by this route.

To arrive at a due determination in this matter, it will be necessary to bring under consideration what are the advantages which the Colony has derived from previous services to and from Europe, or is likely to derive in the future, from the continuation of one or more ocean services.

With this view, I propose to consider, as briefly as possible, what are the essential requisites of a mail ocean service, and how far these requisites are met by the contracts which have existed, are at present carried on, or are proposed for adoption.

These essential requisites, as far as the Colony is concerned, I conceive are comprised under the following heads:—

- (1.) Rapidity of communication.
- (2.) The expense of the service.
- (3.) Degree of control which the Colonial Governments are able to exercise over the contracts.
- (4.) Disadvantages, including liability to interruption from extraneous causes.

2. By examining the conditions of past and existing services under these heads, we shall be able to form a comparative value of the two routes—that *via* Galle, and that *via* San Francisco; and will be in a position to decide as to the course which it will be expedient for the Colony to adopt, with regard to the tenders which have been submitted for the continuation of the latter service.

Previously to the year 1866, the whole of the correspondence of the Colony with Europe was conveyed under the various contracts with the Peninsular and Oriental Steam Navigation Company, entered into by the Imperial Government, to which the several Australian Colonies were made parties.

The average period required for the transit was 57 days from Southampton, giving a course of post between London and Sydney of 104 days *via* Marseilles, and 116 days *via* Southampton.

3. But, as the period of service and the amount of subsidy were subjected to continual alteration, and under every variation the service was very inefficiently performed, I propose, for the purpose of this comparative examination, to confine my remarks to the contract entered into in the year 1865, and commenced in February, 1866, being that under which the service is now performed.

By the terms of this contract, letters *via* Southampton are to be delivered in Sydney in 57 days, and in London, from Sydney, in 56 days, for six months in the year, and 58 days for the remainder.

But the period of transit is shortened, with regard to letters sent *via* Marseilles (at an additional cost), to 50 days from London to Sydney; and from Sydney to London, for six months in the year, to 50 days, and for the remaining months to 52 days. And, by a later subsequent alteration, letters going *via* Brindisi gain a day each way in the period of transit.

4. The expense to the Colony of this service, including the portion of the contract for the Indian mail service chargeable against the Colony for the conveyance of the Australian mails to Galle, and the various expenses connected with the transit through Egypt, &c., amounted to £93,081, giving an average of £18,600 per annum.

This gross amount must be diminished by the revenue derived from correspondence transmitted by this route, amounting to £33,235, reducing the average of real expense to £12,000 per annum.

5. With regard to the control which this Colony can exercise over the performance of the contract, it only possesses a negative voice. The Imperial Government reserves to itself the right of entering into and varying the terms of such contracts; and it also fixes the amount to be contributed by each of the Australian Colonies. This amount, being calculated on the use which the respective Colonies make of the service, varies from year to year, and has this further disadvantage,—that, as the moiety of the fixed sum under the contract must be provided by the various Colonies, if one Colony withdraws from the use of the line the share which such Colony formerly contributed is divided rateably between the remainder, although such Colonies have not increased the benefits which they derive from the service.

This service is further open to objection, on the ground of the indefinite amount which the Colonies may be called upon to pay; because the contract for the Indian Mail Service of 1867 (under which Australian mails are conveyed to Galle, and the Colonies charged with a rateable share of the subsidy) contains a provision that the amount of such subsidy may be increased at the discretion of the Postmaster General of Great Britain to the extent of £100,000, dependent upon the amount of dividend derived from all sources at the disposal of the Peninsular and Oriental Steam Navigation Company, the other party to the contract.

The respective Colonies can only withdraw from being parties to the contract by giving two years and three months' notice of their intention to do so.

6. The interruptions to which the service may be liable from extraneous causes chiefly affect that portion of the route *via* Marseilles and Brindisi from the use of which we might be debarred by the action of Foreign Powers. Any European convulsion which might affect the transit of the mails through Egypt would put an end to the service altogether.

Under the provisions of this contract (modified as it was in 1867 by the new contract for the conveyance of the India and China mails), the service has been most punctually and efficiently performed; the vessels employed being generally from two to four days in advance of their contract time.

7. In 1865 a contract was entered into by the New Zealand Government (to which the Government of this Colony was made a joint party, by articles of agreement, 9th October, 1867) for the conveyance of mails from these Colonies, between England and Sydney, *via* Panama.

Under this contract the time allowed for the conveyance of mails was, outward from Panama to Sydney 36 days, and homewards from Sydney to Panama 35 days. The time estimated for the transit of the Isthmus and conveyance to London by the vessels of the Royal Mail Company was 23 days, making a complete service of 58 and 59 days.

The

The average time in which the service was performed for the first 7 months of the contract was, outwards 62½ days, and homewards 60½ days; but in several instances the excess over the contract time arose on the Atlantic side of the Isthmus; rather a singular circumstance, as the contract of the Royal Mail Company, which had been previously almost proverbial for punctuality from the commencement of the Australian service, fell into irregularity and met with constant disaster.

This contract *viâ* Panama continued in force until December 1868, when it came to an end, in consequence of the collapse of the Company, and its inability to continue the service.

To supply the loss, the Colony of New Zealand in 1869 entered into a new contract to convey the mails to England *viâ* San Francisco; in the advantages of which this Colony was allowed to participate, and to some extent control its working, on certain conditions. This contract is by mutual consent of all parties to terminate on the 1st of April, 1871.

The time required for the performance of the contract was 30 days each way, to and from Sydney and San Francisco. The average time actually occupied from England has been, outwards 62 days, and homewards 57½ days.

8. The expense to the Colony of the first of these services during the period of its existence was £141,254, being at the rate of £2,291 13s. 4d. per voyage, the balance being the expenses of transit across the Isthmus and of carriage to England therefrom. But the Imperial Government assisted this service by conveying the mails free of charge to and from Colon, under their contract with the Royal Mail Company. They also accounted to the Colony for the following rates, viz.—letters 1s. 4d. per ounce, books 1s. 1d. per pound, newspapers 6½d. per pound,—upon correspondence posted in England. The gross charge against the Colony must therefore be diminished by £8,735 received from this service, and the amount of £7,342 received from non-contracting Colonies. There must also be taken into account the revenue derived from correspondence to New Zealand, estimated at £915.

The expense of the second contract (that *viâ* San Francisco) is limited to a contribution of £10,000 per annum from this Colony, subject to any diminution obtainable by charging the Colony of Queensland for any use they may have made of this line, and the revenue derivable from letters posted in the Colony.

9. The control over the performance of these contracts was, as far as the Pacific service is concerned, vested solely in the two Colonies which were parties to the agreement; and as the latter service has been exclusively performed (as far as Honolulu) by vessels belonging to parties in the Colony, an additional inducement for the due performance of the contract was secured.

10. The disadvantages of the first of these American routes were, the absence of any control over the Isthmus transit or the service from Colon to England. The right of transit across the Isthmus being conceded to the subjects of a Foreign Power, placed in their hands the imposition of a scale of charges which might have prohibited the traffic; and the transit might have been interrupted by the occurrence of a war between England and the United States. The service *viâ* San Francisco is open to the same objections, with the addition that the long transit across the Continent of America is entirely through the territories of the United States, and in the event of war would be completely cut off.

11. This, therefore, is the position of the Ocean Postal Service, viz. :—A four-weekly service *viâ* Point de Galle, costing on an average £12,000 per annum; and a monthly service by way of America, costing (formerly) *viâ* Panama, £49,713 per annum; and at present *viâ* San Francisco, costing £8,800 per annum.

The use which has been made by the Colony of these respective lines is shown in the table A annexed; but it must be borne in mind that the one service had been for some years familiar to the public, and the other was, and still is in a great measure, an experiment.

12. But the desire of this Colony, in common with the rest of the Australian group, has been for some years in favour of a fortnightly service. Under all former contracts, it has been impossible so to arrange the services as to cause the service each way to be an alternate one, with regard to the despatch of mails from each terminus. In fact, so inefficient for such an arrangement have been the periods of despatch, that frequently it has happened mails by the two routes have left the harbour of Sydney on the same day, and the same thing has occurred with regard to their arrival.

But several propositions for the establishment of a fortnightly service have been submitted to the Government; and I shall proceed to show the details of these respective proposals for the consideration of the Cabinet, accompanying them with such comments as occur to me, with regard to their cost and comparative advantage or disadvantage to the Colony.

13. By the existing contract with the Peninsular and Oriental Steam Navigation Company, for the 4-weekly service *viâ* Point de Galle, power is vested in the Postmaster General of England, by notification, to substitute a fortnightly service by the same route. There is no probability of the period of transit being accelerated on this line; it will therefore remain as formerly stated. The subsidy for the present 4-weekly service, being £130,000 per annum (the moiety of which is borne by the Colonies), the Company are bound to perform the double service for £184,166 per annum. But to this must be added the additional amount to be thrown upon the Colonies for the additional mail under the Indian and China contract, and the increased charges for transit and other duties now chargeable for the single service.

14. The cost to the Colony for the fortnightly service, if the other Colonies of the Australian group continued their contributions as at present, may be estimated at £28,000. But there is the probability of Queensland and New Zealand withdrawing altogether as contributors to this route, because under no circumstances could they derive the advantage of a fortnightly service from the proposed arrangement. Assuming this withdrawal as a possibility, the contribution of this Colony to the subsidy will be increased by a rateable share of the amounts which have hitherto been paid by these Colonies, which must be added to its liability for the expense of the service.

15. The inability of the Colony to interfere in the event of any default in the performance of the service (excepting through the circuitous and inefficient manner already alluded to) would be a great disadvantage; and it must be borne in mind that, whether the service to be performed under this contract is four-weekly or fortnightly, it cannot be terminated by the Imperial Government without twenty-four calendar months' notice, excepting for breach of contract.

16. The liabilities to derangement from extraneous causes of course will remain the same, but will be greatly aggravated if the adoption of this service should lead to the abandonment of all others, which would probably be the case.

17. The proposals for the performance of an alternate service *viâ* America which have been received are :—

1st. A communication from the Government of New Zealand to the Colonial Secretary of New South Wales, stating that they had entered into an agreement with an American Company for the conveyance of their mails to London *viâ* San Francisco. The colonial terminus of the line was to be at Port Chalmers in that Colony; but the Government proposed a branch line to Sydney, to be carried out by colonial vessels. The letters to be conveyed to and from Sydney and San Francisco in 30 days; the period of transit between Sydney and London being estimated at 45 days. The amount to be paid for the service to England is not stated in this letter; but the suggestion of the New Zealand Government is, that this Colony should (as a temporary arrangement) continue to contribute at the rate of £10,000 per annum for the use of the line for twelve complete services, subject to future adjustment, to take effect when agreed to from the commencement of the service in April next. But, by a memo. of the Postmaster General of New Zealand, published in the New Zealand papers (which has not been officially communicated to this Government from that of New Zealand, but which has been officially transmitted to the Government by the confidential agent of the North Pacific Transportation Company—the other party to the New Zealand contract), I find that this line in which New Zealand invites our participation by paying £10,000 for a branch line from that Colony (this sum being one-fourth of the whole amount contracted to be paid for the service to San Francisco) is only intended to be an initiatory line; the Postmaster General of that Colony being required to elect, within six months of the arrival of the first contract vessel, whether he accepts an alternative line described in this agreement as line No. 2. Failing this election, the contractors have the power to adopt another line, described as No. 4. Line No. 2 differs from the provisional line by providing for thirteen complete services annually instead of twelve, the amount of subsidy being fixed at £60,000. But the contractors are to establish the branch line to Sydney, from *any port in New Zealand*, and the subsidy from New South Wales is to belong wholly to the New Zealand Government; whereas, under line No. 1, such subsidy was to be equally divided between that Government and the contractors.

18. The disadvantages to this Colony of the proposed arrangement are so manifest that this Government at once declined to accede to it. These disadvantages are, the impossibility of making such a service in any manner to alternate with the route *viâ* Suez,—the entire absence of control by this Colony over the performance of the contract,—and the delay in the transit of New South Wales correspondence by the circuitous route of New Zealand, estimated by the present contractor at from 4 to 5 days.

But this line and its alternative No. 2 are clogged with conditions seriously injurious to the interests of New South Wales. Both provide that no branch line shall proceed from any other than a New Zealand port; and further, there is an express prohibition against any connection being effected between coaling ports on the line between San Francisco and Auckland (of which there may be two) and any port in Australia; and it would also appear that it is in contemplation to exclude the use of Australian coal in the performance of the main service; and a final objection is, that the contract is entered into with the subjects of a Foreign Power.

19. This disposes of the proposition of the New Zealand Government, and I shall proceed to examine line No. 4 of this contract, which, although its coming into force depends upon the action of New Zealand, yet presents features totally distinct from those last under consideration. The effect of this will be that, although the main line as far as the Fiji group would be under the sole control of the New Zealand Government, and the terminus of such line would still be in that Colony, yet the contractors are at liberty to make independent arrangements with the Australian Colonies. No specific details with regard to this service, or of the amount the contractors would require for a connecting line between Sydney and the Fijis, have been submitted to this Government; but I find in a letter addressed to it by the confidential agent of the contractors, he states that the latter “would be able to contract to deliver letters in Sydney within 42 days from London, and telegraphic news from all parts of the world within 26 days.” The latter part of this paragraph I construe as denoting the passage from San Francisco to Sydney.

20. The objection to such an arrangement is, that we should be unable to arrange any time-table which would make this an alternate service with that *viâ* Suez, without previously obtaining the consent of New Zealand and the contractors.

21. This communication from the agent of the contractors, dated 29th November, 1870, does not appear to have been acknowledged; although it contains a request to be informed of the views of this Government before the 12th March next, on which date it is stated their first vessel will arrive in Auckland.

22. With regard to the contract itself, I have been informed that it has fallen through, in consequence of the refusal of a Mr. Webb (whose vessels were to be employed in the performance thereof) to allow them to come down to New Zealand; but I am unable to discover what degree of truth is contained in this statement.

23. Some correspondence between the Government of this Colony and a Company proposed to be established in London, under the title of “The Atlantic and Pacific Steam-ship Corporation,” has been submitted to me. This correspondence extends from the 3rd December, 1869, to 22nd of April last, has not been finally dealt with, being initialled in December by the Colonial Secretary, for the “consideration of his successor.”

This correspondence comprises a tender from this Corporation to convey mails between Sydney and England,—starting from Milford Haven, *viâ* Portland or Halifax, by express train; thence to San Francisco, the Fijis, to Sydney, for the sum of £26,000. The service to be monthly, and performed in 40 days from the time of leaving England or Sydney respectively. The tender does not include any provision for the conveyance of mails to and from other Australian Colonies; but it may be presumed that the Corporation intended to limit its proposal to the carriage of mails belonging to New South Wales, leaving it open to the Company to negotiate with other Colonies for participation.

There are no data upon which any conclusion can be formed whether this Corporation is still in a position to carry out its proposal; but such a service could be made to harmonize with the existing mail service by causing its days of departure to alternate with those of the Peninsular and Oriental Steam Navigation Company.

24. A tender has lately been sent in by Mr. Hall, United States Consul, offering to convey the Australian mails by thirteen complete services, yearly, between Sydney and San Francisco, *viâ* Fiji, Honolulu, and (if required) the Isle of Pines, for the sum of £45,000 per annum, to be guaranteed by this Colony; the time occupied between Sydney and San Francisco, and *vice versâ*, including stoppages, to be 30 days. If it should be decided not to call at the Isle of Pines, this period would be shortened by 12 hours.

The

The contract to be in force for 10 years, terminable at the option of this Government by 2 years' notice. The Government could negotiate with Great Britain and the other Australian Colonies for the terms of participation in the benefits of the service; any contributions obtained from them going in diminution of the guaranteed amount.

25. The vessels to be employed in opening the service are the property of residents in this Colony. The absolute control over the performance of the contract would rest with this Colony; and the mails from San Francisco to England would be conveyed under the provisions of the postal convention between Great Britain and the United States of 1868. But it would be in the power of this Colony to obtain the diminution of the charges authorized by this convention, as far as the United States is concerned, by entering into a convention with that Power similar to those already concluded by it,—with New Zealand, British Columbia, and Salvador.

26. The concurrence of Queensland with this arrangement may I believe be confidently anticipated. If this service should be established, and the one projected by New Zealand fall through, it is probable that Colony would gladly avail itself of the opportunity of joining in what would be to it a main postal line; as in that case, the only charge to be borne by it exclusively would be the branch line to the Fijis. There could be no doubt that the southern Colonies would also contribute in proportion to the use they might make of this service.

27. I have thus placed, as accurately as was in my power from the documents before me, the present position of the ocean mail services, with the advantages and disadvantages they respectively possess. It will be seen that, as a means of communication with Europe, I do not attach much value to the American route under the present arrangements for a monthly service. It has a certain value for the transmission of correspondence to the United States, the Dominion of Canada, the West Indies, and the Coasts of America; but certainly not to the extent which the Colony has been called upon to pay for the benefit it has derived from it. Its sole value as a European service would be as an alternating service with one *viâ* Point de Galle. But I think there is little doubt that considerable pressure will be brought to bear upon the Government for the continuance of some service of this kind *viâ* California. If it should be considered expedient to yield to this pressure, and make provision for the continuance of some service, I conceive that the question should be considered on the broader ground of making it an alternating service with that *viâ* Suez, and thus complying with the wider desire for a fortnightly communication with Europe.

28. I have shown that the expense of a fortnightly mail by Point de Galle must be estimated at £28,000, and probably (by the secession from the contract of those Colonies which could not derive any benefit from the extension) to £36,000; and this would be for a service of 49 days by the route *viâ* Brindisi, and 57 and 58 *viâ* Southampton.

29. By continuing the present 4-weekly service by this route, now costing £19,000 per annum, and, for the purpose of comparison, adopting the colonial tender now under consideration for the 4-weekly service which shall be made to alternate with it to give a fortnightly mail to all the Colonies, the expense to the Colonies would amount to £64,000, of which the share of New South Wales may be reasonably taken at £42,000, for a service occupying the same time as above, *viâ* Suez, and a contract time of 45 days *viâ* California; but it must be taken into consideration that the comparative economy of this fortnightly mail *viâ* Suez arises from the fact that Great Britain pays a moiety of the expenses. If the same policy were pursued towards the route *viâ* California, the contributions to the subsidy required from the Colonies would be comparatively small. It will be observed that the calculations for both of these services have been made irrespectively of the revenue derivable in the Colony from postage fees.

30. If the mail service *viâ* Suez were supported entirely by Great Britain and the southern Colonies of Australia, and the service *viâ* California by the northern ones and New Zealand, the use of the lines being extended reciprocally to the non-contracting Colonies respectively, which I believe would be the policy most conducive to the advantage of all, I do not think it could be conceived that Great Britain would confine the assistance she might be expected to give (on account of British interests) to the one group of Colonies only. It could not be imagined that the Imperial Government would assist the one to the extent of one-half of the expenditure, and leave the other to sustain the whole burden of the service; especially when this expenditure on either part was incurred as much for British as for Colonial interests, and the revenue recouped to the British Post Office was derived from the same sources in each. I think, therefore, that assistance from Great Britain would be equally extended to both services. If, on the other hand, the Government should be of opinion that the financial condition of the Colony would not justify it at the present time in meeting the desire for a fortnightly mail service, the present 4-weekly service *viâ* Point de Galle must remain as it is, and the service *viâ* America must be developed by private enterprise.

13th January, 1871.

JOSEPH DOCKER.

TABLE A.

ESTIMATED RETURN showing the number of Letters, Packets, and Newspapers, despatched from Sydney, and received at Sydney, by the Suez, Panama, and Californian Mail Services, and also the amount of contribution paid to each Service, and the Revenue derived from postage, &c.

Route.	Year.	Despatched.						Received.						Cost to New South Wales.	Estimated Revenue from Postage, &c.
		Intercolonial.			Foreign.			Intercolonial.			Foreign.				
		Letters.	Packets.	Newspapers.	Letters.	Packets.	Newspapers.	Letters.	Packets.	Newspapers.	Letters.	Packets.	Newspapers.		
Suez	1866	8,020	420	6,590	236,880	5,820	216,710	6,360	110	4,240	247,790	12,280	348,470	£ 14,635	£ 7,515
”	1867	11,790	390	8,840	211,010	5,220	193,300	6,870	150	4,710	222,410	11,970	278,450	20,495	6,699
”	1868	9,780	400	7,800	165,730	2,910	187,300	9,080	200	5,720	178,050	7,420	275,610	21,063	5,325
”	1869	8,810	480	8,990	228,090	3,550	204,760	7,410	190	4,740	220,090	10,950	498,820	19,418	7,187
”	1870	6,590	460	8,170	214,840	4,000	251,250	8,210	310	4,890	234,440	11,730	519,810	17,470	7,024
Panama	1866 from 15 June to 31 December.	4,330	170	3,490	17,850	.....	10,720	1,990	10	760	10,510	600	17,380	27,734	769
”	1867	11,410	380	10,320	46,670	420	33,970	3,850	70	1,310	59,570	1,400	34,230	55,552	5,636
”	1868 and 1 month 1869—Inward Mail	14,850	610	14,430	62,260	660	54,590	4,770	70	2,140	82,900	1,200	21,820	58,075	6,784
Californian	1870 from 26 March to 31 December	7,400	.....	3,200	20,100	.....	9,360	3,600	280	2,200	7,630	260	4,240	7,500	900

MINUTE OF THE CABINET OF N.S.W.

THE Cabinet, having had the matter submitted to them by the Postmaster General, have arrived at the conclusion that it is not expedient at the present time to enter into any new contract for a mail service by way of San Francisco.—J.M., A.G., 30 Jan., 1871.

Sydney: Thomas Richards, Government Printer.—1871.

[*ls. 4d.*]

* 415—E

1870-71.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

STEAM POSTAL SERVICE.
(CORRESPONDENCE.)

Ordered by the Legislative Assembly to be Printed, 26 April, 1871.

SCHEDULE.

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STEAM POSTAL SERVICE.

No. 1.

THE COLONIAL SECRETARY, NEW ZEALAND, to THE COLONIAL SECRETARY, NEW SOUTH WALES.

Colonial Secretary's Office,
Wellington, 4 February, 1871.

SIR,

I have the honor to acknowledge the receipt of your letter, No. 70,149, of the 6th ultimo, on the subject of the new Mail Service between San Francisco and Australia.

I have, &c.,
W. GISBORNE.

No. 2.

H. H. HALL, ESQ., to THE POSTMASTER GENERAL.

U.S. Consulate,
Sydney, 7 February, 1871.

SIR,

Referring to my tender of the 21st December, 1870, for the conveyance of H.M. mails every twenty-eight days to England, *via* San Francisco, and the interview the Directors of the A.S.N. Co. and myself had with you yesterday, and having in view the apparent objection of your Government to incur the whole responsibility of the subsidy I ask—say £45,000,—I beg to be informed if, in lieu of the above proposition, would your Government contribute, and to what amount? leaving Mr. Hall to obtain subsidies from the other Colonies.

As it is necessary that the service should commence in April next, you will perceive that it is of the utmost importance that I should be favoured with as early a reply as possible, in order that I may at once proceed to make arrangements for carrying it out satisfactorily.

Any provisional arrangements you may make with me to be subject to the approval of the Parliament, as well as Mr. Hall, whose return I shortly expect.

I may state, in reference to the remark made by you as to the conveyance of the mails from San Francisco to England, that I will undertake to secure to this Colony and the other Colonies that may contribute to the service, the same advantages from the United States as have been conceded to New Zealand, British Columbia, and Salvador.

I have, &c.,
WM. BUYERS,
Attorney for H. H. HALL.

No. 3.

THE POSTMASTER GENERAL to W. BUYERS, ESQ., ATTORNEY FOR H. H. HALL, ESQ.

General Post Office,
Sydney, 9 February, 1871.

SIR,

I have the honor to acknowledge the receipt of your letter of the 7th instant, referring to a tender from Mr. H. H. Hall, dated the 21st December, 1870, for the conveyance of Her Majesty's mails every twenty-eight days to England, *via* San Francisco, and also to an interview held by me with yourself and the Directors of the Australasian Steam Navigation Company. You proceed to state, "and having in view the apparent objection of your Government to incur the whole responsibility of the subsidy I ask, say £45,000, I beg to be informed if, in lieu of the above proposition, would your Government contribute, and to what amount? leaving Mr. Hall to obtain subsidies from the other Colonies."

In reply, I desire to inform you that you appear to have misconceived the purport of my reply. What I wished to convey to you and the other gentlemen constituting the deputation was, that the objection of the Government was not to the terms of the tender, or to the conditions of guarantee contained therein; but solely to its indisposition, until the finances of the Colony were placed upon a more satisfactory basis, to enter into any liability for the support of a mail service which (so far as the experimental voyages had shown) had not by its results justified the large expenditure in which it had involved the Colony. I further added, that the arrangement for the details of the proposed service were necessarily in an incomplete state, and that the Government would not feel justified in entertaining this proposal until the return of Mr. Hall from America might place him in a position to lay before it more definite information with regard to these points.

The question you wish to be answered is still more vague. You ask if, in lieu of the former proposition, would the Government contribute, and to what amount?

To what is the Government asked to contribute? The only proposition which has been submitted to the Government is a request from the Government of New Zealand that this Colony should continue its present contribution of £10,000 per annum, as a provisional subsidy to a contract lately entered into by that Government with an American Company. This has been distinctly declined.

It is impossible that this Government can enter into any engagement to contribute to any service without knowing who are the other parties to the contract who are to be held responsible for the due performance of its provisions. The Government cannot promise any contribution to a contract which is not in existence, especially as any provisional arrangement you might propose is to be reserved for the approval of Mr. Hall, on whose behalf you are acting.

I have, &c.,
JOSEPH DOCKER,
Postmaster General.

No. 4.

WM. BUYERS, ESQ., ATTORNEY FOR H. H. HALL, ESQ., to THE POSTMASTER GENERAL.

U. S. Consulate, Sydney,
13 February, 1871.

SIR,

I have the honor to acknowledge receipt of yours of the 9th instant, B 71/531.

I now beg to offer an explanation of that portion of my letter which you consider vague.

The impression left upon myself and the other members of the deputation after our interview with you was, that your Government objected to becoming responsible for the whole amount of the subsidy asked in Mr. Hall's tender; and I wished to know whether, in lieu of guaranteeing the whole £45,000, you would be willing to place an amount,

amount, and if so, to what extent, upon the Estimates, to be contributed by this Colony alone, leaving Mr. Hall to make what arrangements he could with the other Governments interested in the proposed mail service.

You state that your Government objected to "enter into any liabilities for the support of a mail service which (so far as the experimental voyages have shown) had not by its results justified the large expenditure in which it had involved the Colony."

No doubt the present service as a mere mail service has not, in consequence of its approximating so closely with the P. & O. Co's. time, been of paramount importance to the Colony—though the large mails which have gone by the last two or three steamers prove that it has been of considerable importance; but when you consider the large amount of money which it has caused to be expended in the Colony, the increase given by it to the coal trade, the number of men to whom it has given employment, and its opening up of an entirely new and increasing import and export trade with the Hawaiian Islands, the former of which has already largely contributed to the revenue, I think I may fairly assert that even the present service has been well worth the subsidy to be granted by this Colony.

I may mention that the boats hitherto employed in Sydney have maintained an average speed of ten miles per hour, which is greater than has been performed by any other mail service.

You will however pardon me for drawing your attention to the fact that it is not to this service you are asked to contribute, but to a service alternating fortnightly with the P. & O. Company, thereby doing away with the only objection to the present service, and giving the Colonies the long and earnestly desired benefit of fortnightly mail communication with Europe; one which will foster and develop our growing trade with the Fijis and Hawaiian Islands, and which may be the means of opening up the American market for our colonial produce.

It is not however necessary for me to enlarge upon the advantages to the Colony of a mail service carried on by our local marine, and having all its interests centred in the Colony, nor to point out the prominence that will thereby be given to this Colony in the eyes of Europe and America,—advantages so great that if it is determined to subsidize only one service, they would justify the Government in withdrawing from the contract with the P. & O. Company in order to support this.

Trusting that your Government, should it have resolved not to guarantee the whole subsidy asked by Mr. Hall, will not refuse to place a liberal sum upon the Estimates for the proposed service,—

I have, &c.,

WM. BUYERS,

Attorney for H. H. Hall.

No. 5.

THE POSTMASTER GENERAL to H. H. HALL, Esq.

General Post Office,

Sydney, 15 February, 1871.

SIR,

I have the honor to acknowledge the receipt of your further letter dated 13th instant; but the question contained in the communication I addressed to you on the 9th instant, viz.,—"to what is the Government asked to contribute?" remains unanswered by you. If a line of steamers was established, sailing at regular intervals, between Sydney and San Francisco, *via* the Fijis, the Government might then be fairly asked whether it would be disposed to recommend an annual subsidy for the carriage of its European mails. Until however such a service is in operation, there exist no data upon which the Government can arrive at any conclusion in the matter you have brought under its notice.

I have, &c.,

JOSEPH DOCKER.

No. 6.

W. BUYERS, Esq., ATTORNEY FOR H. H. HALL, Esq., to THE POSTMASTER GENERAL.

U.S. Consulate, Sydney,

Grafton Wharf, 17 February, 1871.

SIR,

I have the honor to acknowledge the receipt of your letter of the 15th instant, marked B 71/587, and in reply beg to state that the service to which your Government is asked to contribute is for the conveyance of Her Majesty's mails, every twenty-eight days, between Sydney and San Francisco, *via* the Fijis and Honolulu, as per Mr. Hall's tender of the 21st December, 1870, alternating every fourteen days with the mail *via* Suez, thus giving the Colony the advantage of a fortnightly communication with Europe.

For the purpose of carrying on this service, Mr. Hall has chartered for five years the Australian Steam Navigation Company's steamers "Wonga Wonga," "City of Melbourne," and "City of Adelaide," which boats are to be fitted with spar decks, &c., for the comfort of passengers; and I beg to enclose a copy of the charter.

As the first steamer is appointed to leave Sydney on the 8th April next, it is very desirable that no time be lost in ascertaining what amount of support your Government will give to this service.

I have, &c.,

WM. BUYERS,

Attorney for H. H. HALL.

[Enclosures.]

ARTICLES OF AGREEMENT made the 30th day of December, one thousand eight hundred and seventy, between the Corporation of the Australasian Steam Navigation Company, carrying on business in Sydney and elsewhere, in the Australian Colonies (and hereinafter called owners), of the one part, and Hayden Hezekiah Hall, of Sydney aforesaid, merchant, Consul for the United States of America (and hereinafter called charterer), of the other part, whereby it is agreed as follows:—

That the said owners will let, and the said charterer will hire, the steamships "Wonga Wonga," "City of Adelaide," and "City of Melbourne," and that the said vessels shall be seaworthy, and furnished with all such stores, equipments, tackle, apparel, and furniture, and shall be provided with usual certificates for such vessels from the Steam Navigation Board of New South Wales, required by the laws of the said Colony; and that one of such vessels, to be selected by the owners, with such equipment and certificate, shall be handed over to the said charterer on the fourth day of April, one thousand eight hundred and seventy-one; the second, also selected by the owners, twenty-eight days thereafter; and the third, twenty-eight days after the second; unless such ships, or any or either of them, shall in the meantime be lost or disabled, or shall fail to return to Port Jackson, in either of which cases the owners shall be under no liability for not handing over the vessel or vessels so lost or disabled, or failing to return.

2. That such charter shall continue for a term of five years from the date when the first of the said steamships shall be handed over to the said charterer, subject nevertheless to the conditions hereinafter appearing.

3. The charterer shall not dispose of or sublet the service or contract in which the said three vessels are to be employed, without the consent in writing of the said owners first had and obtained.

4. The said vessels are to be employed on a line between Sydney, the Fiji Islands, and Honolulu; but the charterer shall have the right at his discretion to send them on from the port of Honolulu to San Francisco when he shall think fit.

5. The said charterer agrees to pay for the hire of the said vessels as follows:—The sum of eight hundred and seventy-six pounds eighteen shillings and sixpence is to be paid to the said owners in cash ten days at the least before the first sailing from Sydney of the first of the said three vessels, one thousand seven hundred and fifty-three pounds seventeen shillings ten days at the least before the first sailing from Sydney of the second of such vessels, and two thousand six hundred and thirty pounds fifteen shillings and sixpence ten days at least before the first sailing of the third of such vessels, and the like sum of two thousand six hundred and thirty pounds fifteen shillings and sixpence every twenty-eight days after such last-mentioned payment, so long as this charter shall continue.

6. The said owners agree to accept in payment or part payment of the moneys hereby agreed to be paid, orders on the Government of any Colony which shall subsidize the postal service in which the said vessels are to be employed, and which shall accept such orders; provided that such payment shall not be considered complete until such orders shall have been actually paid.

7. That all repairs required for the said ships, and not rendered necessary by the wilful neglect or default of the charterer or his servants or agents, while such ships shall be at any time in the port of Sydney, shall be executed by the owners at their own expense, and that the charterer shall allow the said ships to remain in the said port after each voyage a sufficient time to allow of overhauling and repairing the said vessels, such time to be never less than ten days; and that all repairs which shall be effected by the said charterer while the said ships shall be absent from the port of Sydney shall be done at his own costs, and the owners shall not be liable to repay the same. All coals, oils, tallow, and waste which may be required for the said vessels are to be provided by the charterer at his own expense.

8. The charterer shall provide and pay for the masters, engineers, and crews of the said vessels, and all port charges, wages, provisions, and fuel, and all other necessary ordinary expenses of working and navigating the said chartered vessels; but the Board of Directors or Manager of the said Company shall have the approval of the masters and engineers of the same; and if any master or engineer shall be appointed without such approval, he shall be forthwith removed, if his removal be requested by the Board of Directors or Manager. The masters, engineers, and crew, to be considered the servants of the charterer and not of the owners, the said charterer being responsible for all their actions.

9. That an inventory of the said ships shall be made, and shall at the time of handing same over, be signed by the charterer, together with a receipt for the articles named therein; and that all articles contained in the said inventory shall be returned in good order and condition, reasonable wear and tear excepted, by the charterer, on the said ships being respectively returned to the said owners.

10. The owners or their agents shall have power to seize and take possession of any of the vessels hereby chartered, which may be left at any intermediate ports, or not dispatched from the port of Sydney in accordance with this agreement.

11. To prevent the said ships from being arrested at any port, or charged, or made liable for the payment of wages, or any other expenses, the charterer agrees to lodge, within ten days after the sailing of each vessel, during the continuance of the charter, the amount of one calendar month's wages or pay of the master, engineers, and crews, with the owners, or to give to them such security as the Board of Directors may approve, for protecting the vessels chartered against any claim for wages.

12. The charterers shall, on or before the twenty-sixth day of March, one thousand eight hundred and seventy-one, give security to the satisfaction of the Board of Directors of the said Company, for the due performance on his part of this charter-party, either by procuring and giving the said owners the benefit of subsidies from one or more of the Australian Colonies, or by such other mode as the Board may approve; and in the event of his not giving such security by the date aforesaid, this charter-party shall be considered as cancelled.

13. If the charterer shall commit any breach of or fail to observe any of the provisions of this charter-party it shall be lawful for the owners to put an end to the same, by giving to the charterer not less than thirty days' notice of their intention so to do; and after the expiration of such notice, this charter-party shall be considered, as cancelled, without prejudice however to the remedy of the party giving such notice against the other for any breach or breaches committed previously to such cancellation.

14. The said charterer shall, at the expiration of or sooner determination of this charter-party, redeliver the said vessels to the said owners, in the port of Sydney, in good condition and repair, reasonable wear and tear excepted, and shall pay a rateable proportion of the charter money for any time during which such vessels respectively shall be detained after the determination of this charter. In witness whereof, the seal of the Australasian Steam Navigation Company has been affixed, and the said Hayden Hezekiah Hall hath hereunto set his hand and seal the day and year first above written.

The seal of the Australasian Steam Navigation Company was duly affixed to this deed, at a meeting of the Board of Directors, held at the said Company's Wharf, the thirtieth day of December, one thousand eight hundred and seventy—

Present—Messieurs. METCALFE, BREWSTER, NEALE, and PIDDINGTON,
in the presence of

FRED. H. TROUTON,

Manager.

Signed, sealed, and delivered by the said Hayden Hezekiah Hall, in the presence of—
EDWIN DAINTRY.

H. H. HALL.

The Secretary, A. S. N. Co., to H. H. Hall, Esq., U. S. Consul.

Australasian Steam Navigation Company,
Sydney, 30 December, 1870.

Dear Sir,

In reply to your letter of the 27th instant, I beg to inform you that my Board are willing to engage to put spar decks on the "City of Adelaide," "City of Melbourne," and "Wonga Wonga," within eighteen months from commencement of the charter, provided the boats are handed over to us for that purpose, and the requisite time to complete them is allowed. The new boilers and surface condensers for the "City of Adelaide" I may inform you are in hand, and partly finished.

Yours faithfully,

FRED. PHILLIPS,
Secretary.

No. 7.

MINUTE OF THE CABINET.

In the present state of the public finances, with the proposals for new taxation and retrenchment still under the consideration of Parliament, the Government do not think that it would be expedient to recommend any additional expenditure in aid of a new postal service. The question however is one which they think may be taken up at some future period when the finances are in their opinion placed on a satisfactory basis.—J.M., A.G., 22 Feb., 1871.

No. 8.

THE SECRETARY TO THE POST OFFICE TO W. BUYERS, ESQ., ATTORNEY FOR H. H. HALL, ESQ.

General Post Office,
Sydney, 22 February, 1871.

SIR,

I am directed by the Honorable the Postmaster General to inform you, in reply to your letter, dated the 17th instant, on the subject of Mr. Hall's tender of the 21st December last, for a mail service between Sydney and San Francisco, *via* the Fijis and Honolulu, that the Government, having fully considered the matter, has determined

determined that in the present state of the public finances, with the proposal for new taxation and retrenchment still under the consideration of Parliament, it would not be expedient to recommend any additional expenditure on account of a new postal service. I am, however, to state that the question is one which the Government is of opinion may be taken up at some future time, when it may be considered that the finances of the Colony are placed on a satisfactory basis.

I have, &c.,
S. H. LAMBTON.

No. 9.

THE COLONIAL SECRETARY, NEW SOUTH WALES, to THE COLONIAL SECRETARY, NEW ZEALAND.

Colonial Secretary's Office,
Sydney, 7 March, 1871.

SIR,

I have the honor to forward to you, under separate cover, a copy of correspondence relating to steam postal service *via* San Francisco, recently laid before the Parliament of this Colony.

I have, &c.,
HENRY HALLORAN,
For the Col. Secy.

No. 10.

THE COLONIAL SECRETARY, NEW SOUTH WALES, to THE COLONIAL SECRETARY, QUEENSLAND.

Colonial Secretary's Office,
Sydney, 7 March, 1871.

SIR,

I have the honor to acknowledge the receipt of your letter of the 15th October last, inviting my attention to the proposed steam communication between England and Australia, *via* San Francisco, the arrangements for which, so as to avoid any part of New Zealand, your letter discusses; and, with an expression of my regret that it has not been found practicable to reply to your letter at once, I beg to say that it has been determined, after due consideration, that it is not expedient at the present time to enter into any new contract for a mail service by way of San Francisco.

2. I beg at the same time to inform you that a copy of correspondence on the subject of steam postal service *via* San Francisco, lately laid before Parliament, is forwarded to you by this post under separate cover.

I have, &c.,
JOHN ROBERTSON.

No. 11.

THE COLONIAL SECRETARY, NEW SOUTH WALES, to MESSRS. HOLLIDAY & BRENHAM, NORTH PACIFIC TRANSPORTATION COMPANY OF SAN FRANCISCO, AUCKLAND.

Colonial Secretary's Office,
Sydney, 7 March, 1871.

GENTLEMEN,

I have the honor to acknowledge the receipt of your letter of the 29th November last, in which you forwarded to me a copy of memoranda of particulars of a postal contract negotiated by you with the Government of New Zealand, and explained how arrangements might be made for a postal line by way of the Fijis, connecting with this Colony, and avoiding New Zealand.

2. In reply, I beg to thank you for your communication, and to say that, while the Government fully appreciates the advantages—as our postal expenditure by way of Panama and San Francisco testifies—of communication with England by way of the American continent, it has not, after the maturest deliberation, been deemed expedient at present to enter into any new contract for a mail service by way of San Francisco.

3. I regret that this letter could not be dispatched in time to reach your hands by the 12th instant.

I have, &c.,
HENRY HALLORAN,
For the Col. Secy.

No. 12.

THE COLONIAL SECRETARY, NEW SOUTH WALES, to THE CHIEF SECRETARY, VICTORIA.

Colonial Secretary's Office,
Sydney, 9 March, 1871.

SIR,

I have the honor to forward herewith, for the information of your Government, a copy of printed correspondence relating to steam postal service *via* San Francisco, recently laid before the Parliament of the Colony. Under separate cover.

I have, &c.,
HENRY HALLORAN,
For the Col. Secy.

No. 13.

THE COLONIAL SECRETARY, QUEENSLAND, to THE COLONIAL SECRETARY, NEW SOUTH WALES.

Queensland.
Colonial Secretary's Office,
Brisbane, 18 March, 1871.

SIR,

I have the honor to acknowledge the receipt of your letter of the 7th instant, in reply to my communication of 15th October last, relative to proposed steam communication between England and Australia *via* San Francisco, intimating that your Government do not consider it expedient at the present time to enter into any new contract for a mail service by way of San Francisco.

I have also to acknowledge with thanks a copy of correspondence on the subject of steam postal service by the route named, lately laid before the Parliament of New South Wales, and forwarded for the information of this Government.

I have, &c.,
H. H. MASSIE,
For the Colonial Secretary.

No. 14.

No. 14.

H. H. HALL, Esq., to THE POSTMASTER GENERAL.

U.S. Consulate, Sydney,
25 March, 1871.

SIR,

I have the honor to inform you that at the urgent request of the New Zealand Government the mail Steamer "Wonga Wonga" will sail on the 1st proximo, at 9 o'clock a.m., for San Francisco, *via* Auckland and Honolulu.

I have, &c.,
H. H. HALL, U.S.C.

Superintendent, Mail Branch.—S.H.L., 27/3/71.

It would appear from this letter that Mr. Hall has altered the route and date of sailing of the "Wonga Wonga,"* but I presume in absence of other instructions that I am to treat her as a private ship, and tender *id.* per letter for all correspondence sent by her.—W.B., 27/3/71.

* Was advertised
to go *via* Fiji on
8th April.

Do you advise that correspondence marked per "Wonga Wonga," and addressed to places other than those mentioned herein—the United Kingdom for instance—shall be forwarded per "Wonga Wonga"?—S.H.L., 27/3/71.

There is some difficulty in advising in this matter. We can insist upon a vessel taking mails for all ports to which she is bound, but it is not clear to me that we can make her take mails for places beyond her destination unless enclosed. A mail for London for all correspondence marked per "Wonga," could be made up and enclosed in San Francisco, but we have no knowledge as to how it would be forwarded.—W.B., 27/3/71.

The difficulty appears to me to be this: I think it is clear that we cannot compel this vessel to take mails for any port other than those for which she clears. There is little doubt that the owners would be glad to take letters for the United Kingdom at the customary rate of ship postage, but there is no information which we could give to the public how these letters would be forwarded. If we make a closed mail addressed to England, I think there is a possibility of our being held by New Zealand as parties to any contract that Colony may have entered into, which would not be desirable. With these precautions in giving the information, the public might be informed that letters specially marked to go by this vessel will be forwarded. But before any notice is given I will take the opinion of the Cabinet upon the question.—J.D.—27/3/71.

Notice to the public as arranged by the Cabinet.—J.D., 27/3/71.

MAILS *via* SAN FRANCISCO.

It is hereby notified that, as no contract exists for the conveyance of mails to the United Kingdom by way of California, the transmission from San Francisco of letters, &c., sent by the "Wonga Wonga" on her outgoing trip, addressed to or through the United Kingdom, cannot be guaranteed.

Letters addressed to the United Kingdom, or which would pass through the London Post Office, will not therefore be sent by the "Wonga Wonga" *via* San Francisco, unless specially marked for that route.

JOSEPH DOCKER.

No. 15.

DUGD. LITTLE, Esq., to THE COLONIAL SECRETARY.

3, Bridge-street,
Sydney, 6 April, 1871.

SIR,

I notice that efforts have recently been made to secure, in name of Mr. Hall, for the use of certain of the Australasian Steam Navigation Company's boats, a *ten years'* subsidy for the carriage of mails across the Pacific.

The offer made was not accepted, and I hardly suppose that any other offer made in any other way than in open competition with the World will be looked at. But in case your Government may have any idea of entering into a *private* arrangement, I am in a position to assure you that steamers more suitable than those now offered can easily be got from England to do the same service, for about half the subsidy asked on account of the A.S.N. Co.'s boats.

The new system of compound engines is rapidly revolutionizing the ocean carrying trade. The working expenses are so reduced that there is no longer necessity to subsidize on the former scale.

My home friends, some time ago, proposed to put on a line of such steamers, *via* the Cape of Good Hope, on very easy terms indeed; and although they have certainly not authorized me as to this Pacific line, that is only because it had not been timeously brought under their notice. I am now in communication on the subject.

I am not of course in the position to compete for the instant commencement of such a service, but if you will give £25,000 (twenty-five thousand pounds) per annum for a monthly (28-day) service for five years, I will at once proceed to or communicate with England, and have no hesitation in saying will be able to arrange the service to commence in little over twelve months from this date; and in the interval (should the necessity be considered so very pressing), you could no doubt make temporary arrangements to meet the New Zealand boats at Fiji, or to employ the through steamers of the A.S.N. Co.

Should the above not suit your views—should you prefer rather to adopt the more usual course of calling for tenders, you will pardon my taking the liberty of suggesting that your advertisement should allow time for home owners to come forward, in which case you may rely upon obtaining offers at very moderate rates.

I will do myself the honor of waiting on you with plans and sketches of the steamers proposed for the Cape route, which are in all respects equal to the "Queen of the Thames" recently arrived in Melbourne.

Meantime,—

I have, &c.,
DUGD. LITTLE.

The Postmaster General—JOHN R., 19 April, /71.

The Secretary to the Post Office.—B.C., 19 April, /71. H.H.

Acknowledge. Seen. Place with other correspondence.—J.D., 21/7/71.

No. 16.

H. H. HALL, Esq., to SIR JAMES MARTIN, M.P.

Sydney, 11 April, 1871.

SIR,

I have the honor to submit for the consideration of your Government an outline sketch of the ocean mail service which I am now endeavouring to establish between the port of Sydney and the port of Liverpool. I have been induced to take this step at the present time from the circumstance that the large number of citizens of Sydney who recently petitioned Parliament in favour of this service selected you to present their petition, and from the desire which I am informed you expressed to the deputation on that occasion to ascertain the probable amount of postal revenue which the service, when in full working order, would yield to the Colony.

2. I respectfully submit that having already opened this line, although by the indirect route of New Zealand, I am in a better position to ask consideration than any person or number of persons moving in so large an undertaking for the first time.

I have given a practical earnest of my resolution and ability to do what I undertake, and I am prepared to give any reasonable security for the due performance of any future contract which may be made.

3. The line which I now seek to establish will reduce the postal delivery in both directions between Australia and England to a time much shorter than the time which it has hitherto taken in the most favourable cases for its performance. Besides this great advantage, so essential in the nature of a postal contract, my line will employ steamships belonging to the port of Sydney, and, by making Sydney the Australian terminus, will give employment to a large number of persons and add very considerably to the trade of the port by its direct expenditure.

But these will be its smallest collateral advantages. It will undoubtedly secure to this Colony a priority of interest, and all the facilities of direct and regular communication in the commerce of the three most important settlements in the Pacific—New Caledonia, Fiji, and the Sandwich Islands.

4. My steamships on the Pacific will perform the through passage to San Francisco, touching at the Isle of Pines (New Caledonia), Levuka (Fiji), and at Honolulu (Sandwich Islands); the time allowed for the journey being 29½ days.

The mails will be forwarded under special arrangement by the trans-continental railway within six hours of their arrival, and will be delivered in Liverpool in forty-five days.

5. I respectfully invite the attention of the Government to this guaranteed reduction of time on which I am prepared to base my contract, and which I believe with the utmost confidence would be combined with reduced cost to the Colony.

Taking the Post Office returns, I find that the following was the financial result of the service *via* Suez for the year 1870:—

Expenditure	...	...	...	...	...	...	...	£17,470	0	0
Receipts—										
449,280 letters, 15,730 packets, 771,060 newspapers	...							7,024	0	0
								£10,446	0	0

6. I will now give an estimate of the net cost to New South Wales of the service through America, based upon the same Post Office data, and the rates of postal transit established by the last postal conventions between the Governments of Great Britain and the United States, calculating the Colonial subsidy at £20,000.

Expenditure—										
Subsidy from Government of New South Wales, say	...	...	...	...	...	...	...	£20,000	0	0
Territorial and Ocean cost from San Francisco to England—										
449,280 letters, at 1½d.	...	...	...	...	...	...	...	£2,808	0	0
15,730 packets, at 3d.	...	...	...	...	...	...	...	196	12	6
771,060 newspapers, at ½ of 1d.	...	...	...	...	...	...	...	1,070	18	4
								4,075	10	10
								24,075	10	10
Receipts—										
Letters, 449,280 at 6d.	...	...	...	...	...	...	...	11,232	0	0
Packets, 15,730 at 1s.	...	...	...	...	...	...	...	786	10	0
Newspapers, 771,060 at 1d.	...	...	...	...	...	...	...	3,212	15	0
Estimated number of letters from N. & S. Pacific, 3,000 at 6d.	...	...	...	...	...	...	...	750	0	0
								15,981	5	0
								£8,094	5	10

7. It will thus be seen that the European mail service *via* San Francisco and New York would be performed in shorter time and at a lower cost than any other. The following figures, also taken from the Post Office returns, will show that the example of the Suez line for 1870 was more favourable to New South Wales than would be given by the returns of the two previous years.

Results of the service *via* Suez for 1868 and 1869:—

1868—Expenditure	...	...	...	...	...	...	...	21,063
Receipts	...	...	...	...	...	...	...	5,325
Net cost	...	...	...	...	...	...	...	£15,738
1869—Expenditure	...	...	...	...	...	...	...	19,418
Receipts	...	...	...	...	...	...	...	7,187
Net cost	...	...	...	...	...	...	...	£12,231

The saving to the Colony by the American route as shown by these figures would have been £7,643 14s. 2d. in 1868, and £4,136 14s. 2d. in 1869.

8. As the departures in the postal service through America may be arranged to alternate at both ends with the departures *via* Suez, the long desired advantages of a fortnightly mail may be secured, combined with the double security of uninterrupted communication in the event of Great Britain being involved in war.

9. The foregoing statistics of postal revenue *via* San Francisco are necessarily mere estimates, but they are justified by reasonable probability, and the other parts of this statement are supported by indisputable facts.

I hope I may be permitted to say that the line of communication which, with very moderate assistance from the Government, I am prepared to establish, is recommended on its own merits by reasons of sound policy as well as by the positive advantages which it offers to the Colony.

10. I may add, that the regular and unavoidable expenditure of the steamships in Sydney will be, at the lowest estimate—

Wages per annum	21,600
Coals per annum, 18,000 tons at 20s.	18,000
Victualling per annum	14,950
	£54,550

In addition to this yearly outlay, there must necessarily be costly repairs to the steamers, and the building of new vessels, a large expenditure by passengers in Sydney, the purchase of marine stores, the interest on colonial capital, and many other incidental benefits, without one accompanying disadvantage.

I have, &c.,

H. H. HALL,
U. S. Consul.

Postmaster General, J.M., A.G., 11 April, 1871.

The Secretary, General Post Office.—B.C., 11/4/71, W.E.P.

Inform that this letter will be taken into consideration when the subject next comes under the consideration of the Government.—J.D., 14/4/71.

No. 17.

THE SECRETARY TO THE POST OFFICE to H. H. HALL, Esq.

General Post Office,
Sydney, 14 April, 1871.

SIR,

Your letter dated the 11th instant, addressed to the Honorable the Premier, on the subject of mail communication between Sydney and San Francisco, has been forwarded to the Postmaster General, who directs me to inform you that the matter of such letter will receive due attention when the subject above referred to next comes under the consideration of the Government.

I have, &c.,

S. H. LAMBTON,
Secretary.

No. 18.

THE AGENT OF THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY to THE POSTMASTER GENERAL.

Peninsular and Oriental Steam Navigation Company,
Sydney, 12 April, 1871.

SIR,

Having observed a report in the *Sydney Morning Herald* of 1st instant, of an interview which a deputation from the Chamber of Commerce had with the Honorable the Premier, respecting the desirability of a subsidy being granted by the Government to a line of mail steamers from Sydney to San Francisco, which it was stated would have the effect of establishing fortnightly communication with Europe, I do myself the honor of addressing you on the subject, as well as in reference to your Minute, dated 13th January, 1871, upon the Ocean Postal Services with Europe, and also other projected lines, believing that the interests of the Australian Colonies can, as a whole, be most effectually promoted by the extension of this Company's operations.

I assume that on two points there seems to be universal agreement among the different Colonies. The first is, that for some years past the existing mail service has been most faithfully performed by the Company; and the second, that a more frequent communication with Europe is absolutely necessary, and must sooner or later be arranged. It is needless to enlarge upon the latter point, because the late critical events in Europe have sufficiently shown that the interests of Australia, both in politics and in business, are liable to be seriously compromised by the dearth of intelligence from Europe; but it may be observed that the remedy against this, which will shortly be provided by the submarine telegraph, will also entail the necessity of more constant and enlarged facilities for correspondence than exists at present.

Unfortunately the jealousies which prevail among the various Colonies up to the present time have been an effectual stumbling-block against real progress in this direction, while the regularity of the Company's service has rendered the Colonies so far independent of other resources that they have wasted both time and money upon experiments which, in the main objects of a mail service, viz., speed and regularity, could not succeed. It is however now becoming apparent that if the Colonies are ever to possess an efficient fortnightly mail service, the idea must be abandoned that each Colony is to be the first and last terminus of a special line, and that therefore some central point must be fixed upon from which the various lines must radiate so as to give each place, as far as distance will permit, an equal share of the benefits of rapid and cheap communication.

It appears that Sydney ought to be this central point, and that the route by which the mails should be conveyed should be chiefly determined by one consideration, viz.,—distance and time.

Taking the Colonies as a whole, the shortest route which can be practically established is that which ought to carry the mail service with it; and though other considerations may overrule this principle for a time (as in the case of the late Panama Service, and in the line to San Francisco at present proposed by New South Wales), they can never be accepted as a satisfactory or final solution of the question by the public at large. Starting then from this basis, there can be no doubt that the shortest, most practicable, and cheapest mail route for the majority of the Colonies, and for the most important of them, is *via* Egypt and Ceylon, which I beg to urge with the following remarks:—

Routes.

Assuming Sydney as the terminus in every case of the mail line, the enclosed table has been prepared, showing the comparative distance to be traversed by land and sea from London, on each of the routes favoured by the various Colonies, and the time which must in each case be occupied for the purpose. The land portion of the journey is of course taken from the actual railway tables, and the sea voyage has been averaged at the rate of ten knots for the sake

sake of a correct comparison. The stoppages in each case have been also carefully considered, as you will perceive from the remarks at the end of the table. It will be seen from this comparison that the shortest time in which the mails may be regularly delivered in Sydney will be as follows:—

<i>Via</i> Brindisi and Suez.....	45 days
New York, San Francisco, and Auckland	51 do.
Torres Straits and Queensland	51 do.
Cape of Good Hope.....	58 do.

From this you will at once perceive that any strictly alternating line by separate routes is impossible; for while one line would only convey a week's news, the other would have a three weeks' mail; and so lame an arrangement for Sydney could only end in disappointment and failure.

I now adduce some further observations on the practicability and advantage of each route.

Via Brindisi and Suez.

The mails have been delivered in Sydney on an average of forty-nine days from London *via* Marseilles during the last three years, but on some occasions the time occupied has been from forty-six to forty-seven days. On the completion of the Mont Cenis Railway, the departure from Brindisi will eventually accelerate the mails by two days as compared with the Marseilles route, and an improvement in time to that extent may be reasonably looked forward to. Experience is therefore as much in favour of the dependence to be placed on this route as its undoubted geographical superiority must be conceded for saving of distance and time.

Torres Straits and Queensland.

Nearly a week longer would be required for the mails to reach Sydney, and ten days longer to arrive at Melbourne *via* Torres Straits than *via* King George's Sound, while the difference in favour of the arrival of the mails at Brisbane by the Straits would not exceed three days.

Via San Francisco and New Zealand.

As far as Sydney and Melbourne are concerned the disadvantages of this route would equal that of Torres Straits, even supposing the voyage could be accomplished at the rate of 10 knots across the Pacific. Experience has however shown, both in the case of the Panama Company (which cost Sydney such an expenditure) and in that of the present temporary service, that an average of 10 knots cannot be depended upon for such a distance as that from San Francisco to Sydney, which is nearly 7,000 miles. By the temporary line now in existence the eight mails delivered in London have occupied an average of fifty-eight days. We have also the experience of long navigation across the Pacific by the highly subsidized American line now running to and from Japan. That voyage is performed with the most powerful steam-vessels ever built in America, and the mails during the year 1870 were delivered in an average of not less than forty-three to forty-four days from Yokohama. But the voyage from Yokohama to San Francisco is 2,300 miles shorter than from Sydney, and therefore ten days less; so that even with powerful vessels, highly subsidized, mails *via* California could not be depended upon reaching Sydney for a week or ten days longer than the time in which they would reach Sydney *via* Suez.

This is a fair comparison, deduced from experience, of the relative performances on the Indian and Pacific route; and, without questioning that if a successful line can be established by the latter, it may save a little time as far as New Zealand is concerned, it assuredly would not do so for the Australian Colonies. Even for Auckland itself the advantages of both routes in point of time would be very nearly balanced; for the mails may be delivered there *via* Suez in less than 50 days (with quick dispatch from Sydney), while it is doubtful if they will reach more quickly by America. It would at all events be a waste of money and time for Australia to establish a tedious mail service *via* the Pacific; and if it is ever done by America and New Zealand, the subsidy will be a very costly one to them.

Via the Cape of Good Hope.

The proposals for a service by this route seem to emanate exclusively from Victoria, and to obtain little or no sympathy from the people of New South Wales. With the extra length of this voyage compared with the Suez service, a fortnightly alternate mail service also becomes physically impossible, even if the voyage should be performed at the rate of 10 knots. In reality, however, an average speed of 10 knots from year to year, for a continued run of 13,000 miles, could not be obtained from any steam-vessels now existing; and to build and subsidize such vessels (either by direct postal subsidy or by grants for the conveyance of emigrants) would involve a capital and annual expenditure, not only disproportionate to its public advantages, but ruinous to all concerned except the promoters. Some stress should be laid upon this question of average speed, because the public have a faint idea of the difficulty of keeping a vessel that will steam 14 knots on trial, at an average speed of 10 knots through all weathers, even on comparatively short voyages; and the lavish promises occasionally made in the Melbourne papers of working a service backwards and forwards upon a round voyage of nearly 30,000 miles, at even a higher rate of speed, for a series of years and for a moderate subsidy, are simply impossible of fulfilment by the very finest vessels now employed for commercial purposes.

Via Fiji to San Francisco.

The remarks already made apply generally to this route also beyond Fiji; but it remains to be proved how far the calls at Brisbane, New Caledonia, and Fiji, in place of Auckland, will affect the course of post. I do not think, however, they will improve it as a fortnightly line to alternate with that *via* Suez, the geographical distance being about the same.

I may here be permitted to allude to the stress which was laid by the deputation on an expenditure of £90,000 per annum in Sydney, which it is stated would attend establishment of this route. I cannot from my experience understand how such a sum is arrived at, but can state that a very large amount is disbursed here by the P. & O. Co. for docking and repairs, coals, provisions, and wages of crews, which would be almost doubled were a fortnightly line *via* Suez established.

Cost and Advantages of Suez Mail Route.

Having thus referred to the geographical features of the various routes, I may now point out the cheapness of the proposed fortnightly service by this Company's vessels. As you are aware, the Company are under contract to double their line for an addition of something like 42 per cent. to the present subsidy, which would make the mileage rate for the entire service between Galle and Sydney 14s. 4d. per mile, while the mails may be said to be carried to and from Galle, 6,000 miles, almost at a nominal cost as far as the Colonies are concerned. The last account made up in the Imperial Post Office showed that Sydney, for instance, was charged, for the year 1870, with the sum of £17,470 for the conveyance of mails to and from Europe, including all charges, (such as transit through Egypt, letter-bags, mail officers, &c.; against this Sydney would have a credit of £7,000 or upwards, so that altogether the net cost of the mail service to her will probably not much exceed £10,000, the other Colonies being charged in like proportion, according to the quantity of postal matter belonging to them.

Now if the mail service were doubled, the debit would only be about 42 per cent. in addition to the above, or say total cost about £25,000, while the credit for postage received would probably be considerably more than this proportion of the previous receipts, so that the double service in all probability would not cost Sydney more than about £3,000 beyond what she is actually paying for the single line, while the importance of the object to be gained would warrant a far heavier public expenditure. Added to the advantage of superior speed and cheapness, this Company proffers the utmost security for the efficient performance of the work, in the extent of its resources, more particularly for remedying accidents which inevitably occur in lines of distant navigation; while on the other hand, a serious break-down in the Pacific or off the Cape of Good Hope would have small prospect of being remedied. I need not refer to the advantages of increased business with Europe, with India, or to the local advantage to Sydney in becoming the chief depôt for mails, but must refer to one point relied on by the deputation to the Premier, by reminding you that our telegraphic communication with Europe is now reduced to an average of about twenty-one days, and has been received in eighteen; showing that, in case of need, advices might be forwarded by the Suez route to San Francisco with as great rapidity as they could be by any line to that port.

I may add that the Company, in view of a desire to meet the wishes of Australia, have reduced their passage money to England to £85, exclusive of wines and transit through Egypt, and proportionally to all ports within the sphere of their operations.

Duration of Mail Contract.

It must of course be apparent that the uncertain tenure of the Company's contract places not only them but the Colonies at a disadvantage. It is impossible for the Directors of the Company to consider the Australian Service as they would wish in their arrangements for ship-building, and in their general policy involving the outlay of capital. Should a fortnightly contract be negotiated for a number of years sufficient to enable the Directors to see their way clearly before them, they could ensure larger vessels, and increased efficiency for the work, which, with their anxious desire to accelerate the course of post between England and Sydney by every possible means, would probably result in an appreciable gain of time.

I have, &c.,
H. MOORE,
Agent.

Read.—J.D. 18/4/71.

Place with other recent correspondence upon ocean postal services.—J.D., 21/4/71.

[Enclosure.]

COMPARISON of Practical Mail Routes, London to Sydney.

Route.	Land Journey.		Sea Journey.		Total Sea and Land Distances.	Probable Stoppages.	Total	
	Miles.	Hours.	Miles.	Hours.			Hours equal to days.	
No. 1. Suez and Brindisi ...	1,728	70	9,497	@ 10 knots. 950	11,225	Hours. 60	1,080	45 say 46
No. 2. Torres Straits and Brisbane.	1,728	70	10,401	1,040	12,129	114	1,224	51 say 52
No. 3. New York, San Francisco, and Auckland.	3,300	168	9,922	992	13,222	60	1,222	50-22 say 51
No. 4. Cape of Good Hope.	.....	.....	13,500	1,350	13,500	60	1,410	58-18 say 59
Stoppages.	Line 1. Aden 12 hours. Galle 24 " King George's Sound 16 " Melbourne 8 " 60 hours.		Line 2. Aden 12 hours. Galle 24 " Penang 6 " Singapore 24 " Torres Straits and at Brisbane 48 " 114 hours.		Line 3. Stay at Auckland, and delay at New York and San Francisco. 60 hours.		Line 4. At Plymouth, Melbourne, &c. 60 hours.	

LATE Passages, *viâ* the Cape, to and from Melbourne, are as follows:—

"Somersetshire."		"Great Britain."	
Out.	Home.	Out.	Home.
63 days	87 days	57 days	70 days
61 days	82 days	56 days	59 days
63 days	59 days	63 days	68 days
58 days	68 days		
61 days	67 days		
61 days			

No. 19.

D. LITTLE, Esq., to THE COLONIAL SECRETARY.

Sydney, 24 April, 1871.

SIR,

Referring to my recent communication in reference to the Pacific Mail Service, I take the liberty of addressing you further with details in support of my statements and proposal.

I may mention that I have been for many years, as managing owner of steam shipping property in an adjoining Colony, familiar with the steam trade; and, through my home connections, who are extensively engaged in the same business, I have been kept closely posted up in all the details of modern improvements.

Very

Very recently I have received plans and specifications and tenders for sundry steamers. These are intended for other purposes; but in most respects they happen to be suitable for above service—having airy spar deck accommodations for about 100 passengers, with coal capacity in bunks and holds for the complete round voyage to and from San Francisco.

They, like the "Queen of the Thames," have engines on the now thoroughly tested and approved compound principle, and are absolutely guaranteed by their builders—an eminent Clyde engineering firm—in all respects, viz., in small coal consumption, good speed, the accommodations above quoted, very light working expenses, and moderate first cost.

Steamers of similar tonnage at home, in the Mediterranean trade for instance, calling too at seven ports, which of course adds to expenses, cost each about £5,000 per annum of working expenses.

Allowing liberally for the difference of wages, &c., the working expenses of *three* such steamers in the Pacific trade would be under £20,000 per annum. So that, with the proposed Government subsidy of £45,000, such steamers as I refer to would pocket a net Government bonus of £25,000, besides all the receipts of the trade, assuredly quite as much more—say at least £50,000 per annum, as returns for the £45,000 they would cost.

It is true that the above steamers are only guaranteed nine knots an hour, while the A.S.N. Co.'s boats are said to be up to ten,—a rate of steaming, however, which they have certainly not hitherto averaged. The difference in the length of voyage would be a little over a couple of days; but if ten knots are insisted on, the additional cost of the extra power to secure it need not seriously alter above calculation.

I hold proofs of all I have advanced, and will be glad to satisfy any Member of your Government, or other interested party, at any time, by going over them.

I give you these details in order to convince you that I would have no difficulty in getting taken up at home a contract for the service, at the £25,000 I formerly quoted. But if a private arrangement is unsuitable, as I presume is the case, I hope at any rate I have shown you, or will be able to show you, that in open market, allowing time for home competition, there can be no doubt whatever that you will obtain very much better offers than any that can be had in the Colonies, besides the incidental advantages of introducing a new Company, fresh foreign capital, and additional steamers, to add to the trade and wealth of the port.

I have, &c.,

DUGD. LITTLE.

1870-71.

—
LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

STEAM COMMUNICATION WITH EUROPE *viá* SAN
FRANCISCO.

(PETITION—CERTAIN MERCHANTS AND OTHER CITIZENS OF SYDNEY.)

—
Ordered by the Legislative Assembly to be Printed, 12 April, 1871.
—

To the Honorable the Members of the Legislative Assembly, in Parliament assembled.

The humble Petition of the undersigned Merchants, Bankers, Shopkeepers, Mechanics, and other Citizens of Sydney,—

RESPECTFULLY SHOWETH :—

1. That the line of communication between Australia and England, making Sydney the terminus for these Colonies, and Liverpool the terminus for Europe, and including the Fijis, the Sandwich Islands, San Francisco, and New York as intermediate stations, is the shortest and most advantageous of all that have yet been practically tried.

2. That the commerce carried on between New South Wales and the several communities embraced by this route amounted in the year 1869 to an import trade of £242,402, and an export trade of £274,546, and that it would secure to the port of Sydney nearly the whole of the Australian trade with the Fijis and the Sandwich Islands.

3. That for the last twelve months, steamships belonging to the port of Sydney have been employed in opening this route, and that, although they have suffered in the element of time by going round by New Zealand, and from other obstacles incidental to a new undertaking, the monthly trips of these vessels have been so far satisfactory as to prove conclusively the practicability and great value of the line of communication.

4. That your Petitioners have learned with much concern and regret that the contract under which these steamships have been employed in opening the line has expired, and that it has been communicated to the charterer that no new contract will be entered into at the present time.

5. That an interruption to the line of communication would probably result in diverting a large amount of trade from the port of Sydney, and giving to one of the neighbouring Colonies a new field of prosperous rivalry, and would inevitably be attended by serious inconveniences and losses.

6. That the port of Sydney being made the Australian terminus of so important a line of communication with America and Europe secures to this community, in addition to the advantages already enumerated, the principal disbursements of the service, affording employment to large numbers of workmen, and stimulating through various channels all branches of trade.

7. That the steamship line *viá* San Francisco and New York as a mail service, might be made to alternate at intervals of fourteen days with the steamers carrying the mails *viá* Suez, and thus establish, without delay, regular fortnightly postal communication between this Colony and England.

Your Petitioners humbly pray that your Honorable House will take the premises into favourable consideration, and adopt measures to prevent the closing of a line of communication which offers so many and such great advantages to the Colony.

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

[Here follow 3,650 Signatures.]

1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

MR. JAMES FORD.
(PETITION.)

Ordered by the Legislative Assembly to be Printed, 15 November, 1870.

To the Honorable the Speaker and Members of the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of James Ford, of Bathurst, in the Colony of New South Wales, gentleman,—
MOST RESPECTFULLY SHOWETH:—

That your Petitioner is the owner of the racehorse known as "Joe Miller."

That the entries for a certain race, called "the Prince of Wales Stakes," ran for at a race meeting held at Randwick, in the Colony of New South Wales, under the auspices of the Australian Jockey Club, on the ninth day of September instant, were duly advertised in several of the newspapers of the said Colony, to close on the second day of August last past, after which date no entry for the same could be received.

That your Petitioner, on the first day of August aforesaid, at Bathurst, in the said Colony, caused to be posted a certain envelope, containing the form usually sent to the Secretary of the Australian Jockey Club, to enter the said racehorse "Joe Miller" for the said race, which said envelope bears the Sydney post-mark of the second day of August, 1870, but from some cause, to your Petitioner unknown, the said envelope was not delivered at the office of the said Secretary of the Australian Jockey Club, to which place it was directed, until the third day of August aforesaid, and in consequence of which the said entry could not be, and was not accepted, and the said racehorse was not allowed to run for the stakes or prize in the said race.

That your Petitioner incurred great expense in and about the training and preparing the said racehorse for the said race, and has no doubt whatever, from a knowledge of the speed and endurance of the said racehorse "Joe Miller," and of the racehorses who did actually run for the said race, that had the said envelope been delivered on the said second day of August last the entry of the said racehorse for the said race would have been accepted, and the said racehorse "Joe Miller" would have won the said race and the prize for the same.

Your Petitioner therefore humbly prays your Honorable House will take the circumstances of his case into your most favorable consideration, and afford him such relief in the premises as to your Honorable House may seem meet.

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

JAMES FORD.

1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

REPORT FROM THE SELECT COMMITTEE

ON THE

PETITION OF JOHN FULLER FOSTER;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

MINUTES OF EVIDENCE,

AND

APPENDIX.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
7 December, 1870.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1870.

1870.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE
LEGISLATIVE ASSEMBLY.

VOTES No. 48. FRIDAY, 4 NOVEMBER, 1870.

6. Petition of John Fuller Foster (*"Formal" Motion*):—Mr. Dodds moved, pursuant to Notice No. 1,—
- (1.) That a Select Committee be appointed, with power to send for persons and papers, to consider and report upon the allegations, complaints, and requests contained in the Petition of John Fuller Foster, mail contractor, presented to this House on the 21st April, 1870.
- (2.) That such Committee consist of the following Members, viz.:—Mr. Robertson, Mr. Bell, Mr. Campbell, Mr. Dillon, Mr. Farnell, Mr. Garrett, Mr. Lee, Mr. Neale, Mr. Brookes, and the Mover.
- Question put and passed.
-

VOTES No. 65. WEDNESDAY, 7 DECEMBER, 1870.

6. Petition of John Fuller Foster:—Mr. Dodds, as Chairman, brought up the Report from, and laid upon the Table the Minutes of Proceedings of, and of Evidence taken before, the Select Committee for whose consideration and report the Petition of John Fuller Foster was referred on the 4th November, 1870, together with Appendix.
- Ordered to be printed.
-

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1870.

 PETITION OF JOHN FULLER FOSTER.

 REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, appointed on the 4th November, 1870,—with power to send for persons and papers, to consider and report upon the allegations, complaints, and requests contained in the Petition of John Fuller Foster, mail contractor, presented to your Honorable House on the 21st April, 1870,—have agreed to the following Report:—

Your Committee having examined the witnesses named in the list,* with respect to the allegations contained in the Petition of John Fuller Foster, find that the Petitioner was contractor for the conveyance of the mails between East Maitland, Mount Vincent, and Cooranbang. They also find that the contract was carried out to the satisfaction of the Government and the inhabitants of the district for a number of years. That in the month of August, 1868, on the recommendation of the Postal Inspector, certain alterations were made in the then existing time-table, no request to make this alteration having been made by the inhabitants of the district.

*Vide List of
Witnesses,
page 4.

That this alteration continued in operation for a period of nine weeks. That the Petitioner was in consequence of this alteration put to much extra expense and labour, without any apparent advantage to the inhabitants, who afterwards petitioned the Honorable the Postmaster General to have the time-table altered back to its original plan—a request which was granted.

That the Petitioner is now carrying on the mail contract according to the old time-table.

Your Committee, therefore, taking all the circumstances of the case into consideration, beg to recommend the Petitioner's claim to the favourable consideration of the Government.

ALEXANDER DODDS,
Chairman.

No. 3 Committee Room,
Legislative Assembly,
Sydney, 1 December, 1870.

PROCEEDINGS OF THE COMMITTEE.

THURSDAY, 17 NOVEMBER, 1870.

MEMBERS PRESENT :—

Mr. Dodds, | Mr. Dillon,
Mr. Farnell.

Mr. Dodds called to the Chair.

Entry in Votes and Proceedings, appointing the Committee, *read* by the Clerk.
Committee deliberated.

Mr. John Fuller Foster (*the Petitioner*) called in and examined.

Witness withdrew.

Committee deliberated.

Ordered,—That S. H. Lambton, Esq., be summoned to give evidence at the next meeting, and to produce all papers respecting Mr. John Fuller Foster's contract.

[Adjourned until Thursday next, at *Eleven* o'clock.]

THURSDAY, 24 NOVEMBER, 1870.

MEMBERS PRESENT :—

Mr. Farnell, | Mr. Bell,
Mr. Dodds in the Chair.
Mr. Dillon.

Mr. John Fuller Foster (*the Petitioner*) called in and further examined.

Witness *handed in* a letter, with time-table, and copy of a Petition referring to his contract.

Ordered to be appended. (*Vide Appendix A 1 and A 2.*)

Witness withdrew.

S. H. Lambton, Esq. (*Secretary to the General Post Office*) called in and examined.

Witness *handed in* the Bond, and other documents respecting the contract, of Mr. John Fuller Foster.

Ordered to be appended. (*Vide Appendix B 1 to B 5.*)

Witness withdrew.

Mr. John Fuller Foster recalled and examined.

Witness witness.

Committee deliberated, and decided to meet at *Eleven* o'clock on Thursday next, to consider Report.

[Adjourned accordingly.]

THURSDAY, 1 DECEMBER, 1870.

MEMBERS PRESENT :—

Mr. Farnell, | Mr. Dillon,
Mr. Dodds in the Chair.
Mr. Brookes.

Committee deliberated.

Chairman submitted Report.

Same *read* and agreed to.

Chairman to report to the House.

LIST OF WITNESSES.

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1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON THE

PETITION OF JOHN FULLER FOSTER.

THURSDAY, 17 NOVEMBER, 1870.

Present:—

MR. DILLON,

MR. DODDS,

MR. FARNELL.

ALEXANDER DODDS, Esq., IN THE CHAIR.

Mr. John Fuller Foster examined:—

1. *Chairman.*] You are the mail contractor from Mount Vincent to Maitland? Yes, and between Maitland and Coorobong.
2. Did you cause a petition to be forwarded some time ago for presentation to the Legislative Assembly? Yes.
3. The statements made in that petition are true, I presume? Yes, quite true.
4. When did you enter into a contract with the Government to convey the mail? Three years back; on the 28th September, 1867.
5. Have you a copy of the contract with you? No.
6. Will you state to the Committee what you did under the contract? My contract was to leave Mount Vincent at 6 o'clock a.m. on Tuesday, Thursday, and Saturday, to arrive at East Maitland at 9 a.m., to leave East Maitland at 10, and to arrive at Mount Vincent at 1 p.m.
7. *Mr. Dillon.*] Three days in the week? Three days in the week for Mount Vincent, and for Coorabong on Mondays.
8. *Chairman.*] You started from Mount Vincent three days in each week? Yes, and on Monday I start for Coorabong at 7 a.m., arrive at Coorabong at 10 a.m., leave Coorabong at 3 p.m. of the same day, and arrive at Mount Vincent at 6.
9. Altogether you have to travel during the week 134 miles backward and forward? Yes.
10. Then certain alterations were made? Yes.
11. Will you state how these alterations were brought about? I do not know. When the inspector was asked about it, he said it was not his business to know the parties' names who suggested the alteration.
12. Were they asked for by the inhabitants? No, because the inhabitants signed a petition without a dissentient, asking for the old time-table to be restored. Delay and inconvenience were caused by the alteration.
13. It appears then that the alteration was made without any solicitation on the part of the people residing there? Yes.
14. What additional work did that alteration entail upon you? I had to go into Maitland on Monday at 3 p.m., in the place of Tuesday morning, stop there all night, come out on Tuesday, go in again on Wednesday, come out on Thursday, go in on Saturday morning empty to fetch the mail from East Maitland to Mount Vincent, and then return with the mail, and come home empty at night after dark.
15. Then this alteration necessitated your travelling 269 miles? Yes.
16. Instead of 134 miles a week? Yes.
17. Was there any advantage gained by the residents by that alteration? No; but loss and inconvenience, as they had no mail from Wednesday till Saturday at 3 p.m.
18. How long did this alteration continue? Nine weeks and five days before it was altered back again. We tried to get it altered by means of writing to the Postmaster General; but as that did not succeed, the people were so dissatisfied that at last they petitioned, and the old time-table was then restored.

Mr. J. F. Foster.
17 Nov., 1870.

- Mr. J. F. Foster.
17 Nov., 1870.
19. You were travelling backward and forward without any advantage to the public? Yes; and at great expense and labour to myself. I had to provide men and horses to do the extra work. If the change had been advantageous to the public I should have required additional pay.
20. How long have you been contractor for this line? Since 1862.
21. The people were satisfied with the arrangements under the old time-table? Not one complained either of the time-table or of my running the mail, as the Secretary can attest, I think.
22. Have you applied to the Postmaster General for some satisfaction under the loss you have been put to? Yes; I sent in a bill for £20.
23. And you have failed to get satisfaction? Yes. The last letter I received partly admitted my claim; but stated that the reason it could not be considered was that there was no sum upon the Estimates to meet such demands, that it was unprecedented, that no such thing was known in the records of the Post Office. I had the same trouble with regard to the Cooranbong mail.
24. Under the contract is there not a provision enabling the Postmaster General to make any alteration? To make any alteration to suit the public. I saw that in the printed paper. It was quite uncalled for. I do not know who could suggest it; and the inspector could not name any one when we asked him; he said he forgot, or was not supposed to know, or something of that kind.
25. *Mr. Dillon.*] But there is a condition in your contract that any alteration may be made if necessary? Yes.
26. *Mr. Farnell.*] Did you sustain a loss of £20 on account of the alteration in the time-table? Yes, I did; I had to stop at an inn at Maitland, Mr. Williamson's, at an expense of 5s. a night for myself and horse, or else to return home after dark and come in again next morning.
27. Did you contract to carry the mail at per mile or at so much per annum? At so much per annum.
28. *Mr. Dillon.*] And there was no mention in your contract of the number of journeys you were to make to these places? Yes, three times a week, as I have stated, to Mount Vincent and East Maitland, and once a week to Cooranbong.
29. This alteration did not compel you to make more journeys than you had done under the old time-table? No, but it forced me to stop in Maitland all night, or to make my journey home in the dark.
30. You still continued to carry the mail only three times a week? Yes, but I had to make four journeys for the Saturday's mail, on one of which I returned empty, and four journeys for the Cooranbong mail, on two of which I returned also empty.
31. As regards the actual carriage of the mail, you had not to carry a mail more than you had done previously? No.
32. *Mr. Farnell.*] I understand you to say that the alteration in the time-table compelled you to go to a certain place, at a distance from your residence, for the mail, and that you had then to deliver it at another place, where you did not reside? Yes; if I had lived at East Maitland, it would have been equally inconvenient.
33. The Post Office authorities have again altered the time-table? Yes, they have restored the old time-table.
34. After receiving the petition you have referred to? Yes.
35. *Mr. Dillon.*] Did you make any application to the Government as soon as you found out that this alteration had been made? Yes, I at once wrote about it.
36. Did you write about it yourself? No, Mr. Child wrote for me, and they refused to alter it back again.
37. On what grounds? They said they had the power to make the alteration, and that the inspector had recommended it.
38. Do you know as a fact whether any representations had been made to induce this alteration? Not to my knowledge.
39. Have you heard of any? No. There has been an alteration made since—very lately—which I believe is what they aimed at.
40. Do you not think some representations must have been made to induce them to make this alteration? I do not think so.
41. *Mr. Farnell.*] Did you not say it was on the report of the inspector? Of course the inspector suggested that the alteration would be beneficial to the people.
42. The inhabitants did not move in the matter? No; but they all signed the petition against the alteration; it injured them greatly, and was a loss to the Revenue. Mr. Brown the postmaster and Mr. Child will bear witness to what I say.
43. Are you the contractor now? Yes.
44. When does your contract terminate? It ends with this year.
45. *Mr. Dillon.*] On what date did you enter into the contract? On the 28th September, 1867.
46. How long had you been carrying out the contract before this change was made in the postal arrangement? Till the 14th August, 1868.
47. *Chairman.*] Before this alteration was made did the inhabitants receive their letters and communications as regularly as afterwards? Yes, oftener, because there was no mail from Wednesday at 3 p.m. until Saturday at 1. Under my original contract it was oftener. Then it was on Tuesdays, Thursdays, and Saturdays.
48. *Chairman.*] Supposing you lived in Maitland instead of where you do reside, at Mount Vincent, would the alteration have entailed the same loss? Yes, or even more so. I live about midway between Maitland and Cooranbong.
49. How far is Mount Vincent from East Maitland? Seventeen miles.
50. *Mr. Dillon.*] Is there no place where you could live so as to make the journeys just as easy as they were before? No, if I were to live in East Maitland the same inconvenience would be felt by the public.
51. What do you consider you have lost by this alteration? Up to the time I sent in my bill to the Post Office, £20; but I have had two journeys to Sydney since with reference to this matter, and the expenses of train, steamboat, and staying in Sydney, are not less than £6.
52. Had you no other business to call you to Sydney? No.
53. Do you include the drawing of the petition in that amount? No. I paid for that 30s. 6d. to Mr. Chambers.

THURSDAY, 24 NOVEMBER, 1870.

Present:—

Mr. BELL, | Mr. DILLON,
Mr. FARNELL.

ALEXANDER DODDS, Esq., IN THE CHAIR.

Mr. John Fuller Foster further examined:—

54. *Chairman.*] You were examined here last week respecting a petition which had been sent to the Assembly? Yes. Mr. J. F. Foster.
55. You wish to give the Committee some further information with reference to your claim against the Government? I wish to hand in a letter addressed by me to the Postmaster General upon the subject. 24 Nov., 1870.
(*The witness handed in the same. Vide Appendix A 1.*)
56. You also stated that the inhabitants had not petitioned for the alteration that was made, but that the contract had been going on for a number of years? Yes. I have here a draft of the petition that was sent to the Postmaster General from the inhabitants asking that the old time-table might be restored.
(*The witness handed in the same. Vide Appendix A 2.*)
57. Do you wish to make any other statement to the Committee? No.

Stephen Harbord Lambton, Esq., examined:—

58. *Chairman.*] You are Secretary to the Post Office? Yes. S. H. Lambton, Esq.
59. Mr. John Fuller Foster has sent a petition to the Legislative Assembly respecting an alleged claim upon the Post Office—You are aware, I presume, that he entered into a contract with the Postmaster General for the conveyance of the mail from East Maitland to Mount Vincent? Yes, and from Mount Vincent to Cooranbong. 24 Nov., 1870.
60. He had been contractor for a number of years? He had.
61. For how many? I think about six.
62. The contract, I presume, was carried out satisfactorily? Yes, it was.
63. Have you a copy of that contract? Yes. (*The witness handed in the same. Vide Appendix B 1.*)
64. Have you a copy with you of the original time-table on which he carried out his contract? Am I to understand the authorized or the unauthorized time-table?—there were two. Prior to 1st September, 1868, the contractor carried out a time-table which was not authorized by the Postmaster General.
65. He acted upon that time-table for a number of years? He did. I have here a copy of the time-table which was in operation when the tenders were called in October, 1867, for the contracts now held by Mr. Foster. It is as follows:—

26 Leave East Maitland	Tues.	Thurs.	Sat.	10 a.m.
Arrive Mount Vincent	do.	do.	do.	1 p.m.
27 Leave do. ....	.....	.....	Mon.	7 a.m.
Arrive Cooranbong .....	.....	.....	do.	10 "
27 Leave Cooranbong .....	.....	Mon.	.....	3 p.m.
Arrive Mount Vincent .....	.....	do.	.....	6 "
26 Leave do.	Sat.	Tues.	Thurs.	4 "
Arrive East Maitland	do.	do.	do.	7 "

66. Was the contractor supplied with a copy of this time-table? I believe it was sent to him every quarter. It is the practice of the office to send a copy of the time-table every quarter to each postmaster and contractor.
67. Can you state how many miles he was required to travel under this authorized time-table? I can only give the mileage as recorded in our office. Our records give it as sixteen miles between East Maitland and Mount Vincent, and nine miles from Mount Vincent to Cooranbong. He was expected to perform the journey to and from East Maitland and Mount Vincent three times a week, and to and from Mount Vincent and Cooranbong once a week; they were two separate contracts.
68. The total number of miles he had to travel would be about —? About 114 miles.
69. Then, after the alteration was made at the instance of the inspector, can you state what he had to do? According to my impression, he had to do precisely the same work to carry the mails between these places three times and once a week respectively.
70. *Mr. Farnell.*] Then the order of travelling was reversed? Are we speaking of the time-table he should have carried out, or of the unauthorized time-table?—In consequence of some irregular arrangement made with the East Maitland postmaster, he was enabled to do the work of the two contracts with one man and a horse. The time-table he should have carried out would have given him much more work to do than the table brought into operation on the 1st of September, on the inspector's recommendation.
71. *Mr. Dillon.*] Was this the time-table he was understood to carry out when he entered into the contract? Yes. The extract to which I have referred is from the time-table in existence when he sent his tenders in.
72. *Mr. Farnell.*] How long was he carrying the mail under this unauthorized time-table? I do not think we made inquiry; indeed, we had no official knowledge of it prior to the time of the alteration made on the inspector's recommendation. It is the duty of the country postmasters to send in a report every month, to the effect that the time-table is accurately kept; and this departure from the ordinary practice was in consequence of some private understanding between the postmaster at East Maitland and the contractor.
73. *Mr. Dillon.*] Then there was in fact no change in the time-table after the 1st September at all? Yes; the inspector made a change. There were in fact three time-tables,—the one adopted by the contractor and unauthorized, one authorized, and one recommended by the inspector. The change was made because the mail for Cooranbong was detained at Mount Vincent from Saturday until Monday; and the inspector having visited the place, and spoken to several of the inhabitants on the subject, advised the alteration by which the mail would be conveyed on to Cooranbong on the Saturday. He stated that he had spoken to several persons about it, and that they were delighted with the proposed alteration.
74. That is, the people of Cooranbong? Yes. 75.

- S. H. Lambton, Esq.
24 Nov., 1870.
75. *Mr. Farnell.*] Would that be an inconvenience to other persons? No; the people at Mount Vincent received their letters at the proper time; but the Cooranbong letters lay at Mount Vincent from Saturday 1 p.m., and did not arrive at Cooranbong till Monday at 10 a.m.,—nearly two days.
76. You say it would not be an inconvenience to other parties—Was there not a petition presented to the Postmaster General against the proposed alteration of the inspector? A petition was presented, but I forget the substance of it. (*Appendix A 2 handed to witness.*) It is not shown in what way this is objectionable. It says here—“The postal arrangements were disorganized”; but it could not affect the Mount Vincent people, for the time of arrival at that office was not interfered with.
77. The paper before you is the draft of a petition from the inhabitants in this particular district against the proposed alterations? Yes; but no specific objection is raised in that petition.
78. Still, when that petition was received by the Post Office authorities, it was determined not to carry out the recommendation of the inspector, but to go back to the old method of carrying out the contract? Yes, as it was shown that the people did not care about the alteration which was made for their benefit.
79. It is stated that it was in no way for their benefit? It must have been, for the letters for Cooranbong had previously stayed at Mount Vincent from Saturday until Monday, and by this arrangement they would have been sent on at once.
80. Is it not the fact that after that petition was received by the Post Office authorities they allowed the contractor to carry out this unauthorized time-table? They made it an authorized time-table.
81. *Mr. Dillon.*] This man had been carrying out an unauthorized time-table? Yes; and we, upon receipt of that petition, authorized it.
82. *Chairman.*] Having acted upon a certain time-table which did entail only so much work, was not another substituted which required more work? No, he departed from the original time-table for his own convenience. With regard to the proper time of starting, the conditions of the tender are very clearly stated here. It says—“The present hours of starting from each post office or stage, and other particulars, may be ascertained at the General Post Office, where parties proposing to tender are invited to seek information.” In the 6th clause it says—“The mails are to be despatched from any post office on the days and hours to be fixed by the Postmaster General,” showing distinctly that the Postmaster General has the power of altering the time-table.
83. Then he was required to travel to East Maitland on Monday, remain there all night, and to go back to Mount Vincent on the following day? That was a matter of private arrangement on the part of the contractor. It would not be possible to work the service if these matters were to be taken into consideration by the Post Office. The parties when they enter into these contracts know what they are liable to, and it is their business to tender accordingly. Some years ago, in consequence of the extension of the railway, Cobb & Co. had to put on an extra coach and horses beyond what they had calculated upon. We endeavour as far as we can, without injury to the public interest, to study the convenience of the contractors, but it is their duty to provide against probable contingencies. This appeared to be a serious defect in the time-table, and the inspector considered it to be his duty to call attention to it.
84. Still the plan appears to have been abandoned? Yes. I have here the inspector’s letter making the recommendation. (*The witness handed in the same. Vide Appendix B 2.*)
85. *Mr. Dillon.*] Did that alteration make it necessary for the petitioner to travel a greater number of miles than he would have travelled if he had carried out his contract according to the original time-table? No, the authorized time-table would have given him more work than the inspector’s.
86. *Chairman.*] The Postmaster General, in a letter sent to the petitioner, I believe admits that there is some reason for his application? I have that letter here. (*The witness handed in the same. Vide Appendix B 3.*)
87. *Mr. Dillon.*] Did he adopt this time-table of his own without the knowledge of the Post Office authorities? So far as I am able to ascertain, he did; but perhaps in justice to him I should read a letter from Mr. Brown, the postmaster at East Maitland, with reference to this matter. (*The witness handed in the same. Vide Appendix B 4.*) I have searched the records of the office and cannot find that any such permission were given; if it were, of course Mr. Foster can produce it.
88. *Mr. Farnell.*] Is it necessary to provide these time-tables every quarter? No doubt it is necessary, as many new lines are established, and alterations are thereby and otherwise required. I have here a copy of the several time-tables,—that originally in existence, that adopted by the contractor, and that proposed by the postal inspector. (*The witness handed in the same. Vide Appendix B 5.*)

Mr. John Fuller Foster still further examined:—

- Mr. J. F. Foster.
24 Nov., 1870.
89. *Chairman.*] You wish, I believe, to make some further statement to the Committee? Yes, with reference to the alteration of the time-table. All the principal people at Cooranbong signed the petition, which proves it did not suit them.
90. *Mr. Dillon.*] Did you know the time-table that existed at the time you entered into this contract? Yes, I did.
91. Did you act on that time-table up to the 14th August, 1868? No.
92. Why? The people said it would suit them as well, if not better, to have the mail start from Mount Vincent instead of from East Maitland.
93. Did the time-table which you were supposed to carry out entail more travelling upon you than the time-table you adopted? Yes.
94. Much more? Yes.
95. *Mr. Farnell.*] On account of your living between East Maitland and Cooranbong? Yes.
96. *Mr. Dillon.*] So that you actually saved a great deal of time and expense by adopting the time-table which was not authorized? Yes, and it suited the people.
97. Did you receive any notification from the Postmaster General empowering you to act according to this unauthorized time-table? Not till some time after, when it was altered in the time-table sent to me. I had no order not to take it in the way I contracted for.
98. On the recommendation of the inspector, the original time-table, which was authorized, was altered—Did that entail more travelling and more expense upon you than the time-table for which you originally contracted? Yes, it did; it gave me four journeys to East Maitland on Saturday. 99.

99. It gave you four journeys instead of three? Yes.

100. *Chairman.*] It appears that the alteration was made chiefly because the Cooranbong mail was detained at Mount Vincent from Saturday to Monday? I went to Cooranbong on Monday, and returned to Mount Vincent on Tuesday.

Mr. J. F.
Foster.

24 Nov., 1870.

101. Did the people have time to answer the letters by the return mail? Yes.

102. And therefore they suffered nothing by the delay? Nothing; but the Mount Vincent people suffered by the alteration, for they had then no mail from Wednesday at 3 o'clock till Saturday.

PETITION OF JOHN FULLER FOSTER.

APPENDIX.

[To Evidence given by Mr. J. F. Foster, 24 November, 1870.]

A 1.

Mr. J. F. Foster to The Postmaster General.

Mount Vincent, Sept. 17, 1868.

Sir,

I have the honor to acknowledge the receipt of your letter of the 14th, requesting that I will give my opinion on the postal inspector's report therein enclosed.

I beg respectfully to give you, in a tabular form, on the other side, the duty I had to perform under my contract time-table, the work proposed under the time-table of the 14th August, and the alteration since suggested by your letter of the 14th, on which you ask my opinion.

Mount Vincent is my residence, as you acknowledge, which is half-way between East Maitland and Coorambong, and were I to alter this to either place the extra duty would still be the same. As I have worked the new time-table since the 1st instant (requiring two extra horses and one man to assist me) I can give you exactly the effect of it. You will therefore see by the annexed table that I used to travel 136 miles during four days of the week, and was put to no expense. By the time-table now in operation, I have had to travel 204 miles during five days of the week, and was put to the expense of a man, and 10s. each week at an inn for two nights for self and horse. And by the proposed alteration of the inspector you will see that I shall still have 204 miles to travel during six days of the week, and be put to the expense of a man, and of 15s. each week at an inn, for three nights, for self and horse. This expense might be saved, but then I must travel three times seventeen miles and back to my home, and have an extra horse. This is almost an impossibility, and unreasonable to expect for my pay of 17s. a week; nor do I feel that I ought to be required to do more than has been done by the old time-table, which has worked so satisfactorily for ten years, as certified by the postmaster here, unless the Post Office is willing to increase my remuneration with the additional work forced on me.

My letters of the 17th August and 9th instant so thoroughly explain to you my situation and grievance that I have only to ask one of the following three things—

- 1st. Continue the old time-table to the end of my contract.
- 2nd. If the new time-table is to be insisted upon, that I may be reasonably remunerated.
- 3rd. Or allow me to give up my contract.

I have, &c.,

J. F. FOSTER,
Mail Contractor.

TIME-TABLES between Mount Vincent, East Maitland, and Coorambong.

Under Old Contract.	Miles.	Now in operation.	Miles.	As proposed by letter, September 14.	Miles.
Monday—Mount Vincent to Coorambong and back	34	Monday—Mount Vincent to Coorambong and back to East Maitland, and expense 5s.	51	Monday—Mount Vincent to Coorambong and back to East Maitland, and expense 5s.	51
Tuesday—Mount Vincent to East Maitland and back	34	Tuesday—East Maitland to Mount Vincent	17	Tuesday—East Maitland to Mount Vincent	17
Thursday—Mount Vincent to East Maitland and back	34	Wednesday—Mount Vincent to East Maitland, and expense 5s.	17	Wednesday—Mount Vincent to East Maitland, and expense 5s.	17
Saturday—Mount Vincent to East Maitland and back	34	Thursday—East Maitland to Mount Vincent	17	Thursday—East Maitland to Mount Vincent	17
		Saturday—Mount Vincent to East Maitland and back	*34	Friday—Mount Vincent to East Maitland, expense 5s.	17
		Mount Vincent to Coorambong and back	*34	Saturday—East Maitland to Mount Vincent	*17
		Mount Vincent to East Maitland and back	*34	Mount Vincent to Coorambong and back	*34
				Mount Vincent to East Maitland and back	*34
Miles	136	Miles	204	Miles	204
Employing two horses.		Expense	10s.	Expense	15s.
		Employing four horses and an extra man.		Employing five horses and an extra man.	
		* Saturday 102 miles.		* Saturday 85 miles.	

A 2.

To the Honorable the Postmaster General, Sydney.

22 October, 1868.

We, the undersigned, being interested in the postal arrangements between Maitland, Buchanan, Richmond Vale, Mulbring, Mount Vincent, Quarrybylong, Sandy Creek, Coorambong, and Lake Macquarie, having been inconvenienced by the alteration of the time-table on the 1st September last, whereby the postal arrangements were disorganized, beg respectfully to request that the old time-table (which has worked so well for the last ten years) may be immediately resumed, viz. :—To leave Mount Vincent Tuesday, Thursday, and Saturday mornings at 6, for East Maitland, and return the same day at 10; and to leave Mount Vincent Monday morning at 7 for Coorambong, and return same day at 3.

This old arrangement is so well known and understood by the district, particularly the distant parts, and is far more convenient than the unnecessary change now in operation, made by the Post Office Inspector, without consulting us, and which is believed to have caused considerable loss to the Government.

[To

[To Evidence given by S. H. Lambton, Esq., 24 November, 1870.]

B 1.

Know all men by these presents, that we, John Fuller Foster, of Mount Vincent, in the Colony of New South Wales, hereinafter styled the contractor,—Peter Foster, of the same place, in the said Colony, farmer,—and Frederick Frisby Hubbard, of the same place, in the said Colony, storkeeper,—are jointly and severally held and firmly bound unto our Sovereign Lady Queen Victoria in the sum of (£90) ninety pounds of lawful money of Great Britain and Ireland, the said sum to be paid to our said Lady the Queen, Her Heirs and Successors; for which payment to be well and truly made, we bind ourselves jointly and severally, and our and each and every of our heirs, executors, and administrators, firmly by these presents. Sealed with our seals. Dated the first day of November, in the year of our Lord one thousand eight hundred and sixty-seven.

WHEREAS the above-bounden contractor hath contracted and agreed with the Postmaster General of the said Colony, for and on behalf of Her said Majesty, to convey, in manner hereinafter mentioned, the post office mails, mail-bags, letter-bags, letters, newspapers, and packets, from and to East Maitland and Mount Vincent, three times a week, Mount Vincent and Cooranbong once a week, in the said Colony, and such other post office or post offices as may hereafter be established on the same line of road during the continuance of this contract, for the term of three years, commencing on the first day of January, one thousand eight hundred and sixty-eight; and for that purpose to find and provide horses, with saddles, bridles, and other necessary accoutrements, and careful, honest, and steady postmen, for the purpose of conveying the said post office mails, mail-bags, letter-bags, letters, newspapers, and packets, at the times and manner hereinafter mentioned or referred to; and that the said contractor shall cause such postmen and horses to be, on the days and at the hours that may hereafter be mentioned or referred to, at the post offices or places appointed or to be appointed for that purpose by such Postmaster General, there to receive and take in charge all post office mails, mail-bags, letter-bags, letters, newspapers, and packets, which shall, under the authority or by the direction of such Postmaster General or any postmaster of the said Colony, be delivered to and placed under their charge for conveyance to and from the places aforesaid; and while under charge shall keep and convey and deliver the same at such places, on such days and at such hours as such Postmaster General shall appoint, in such and the same condition as received, free from damage or loss: Provided always, that the said contractor shall not be required to travel at a quicker rate than eight miles an hour, including all stoppages: And further, that upon arrival at any of such places, the said postmen shall ride direct to the door of the post office or place appointed for that purpose, there to deliver the said mails, mail-bags, letter-bags, letters, newspapers, and packets, before stopping at any other place whatsoever in any township or place where such post office or place appointed for that purpose shall be; and that the said contractor shall not assign or part with his contract, except with the special license and consent in writing of such Postmaster General for that purpose first obtained; and that the horses to be employed as aforesaid shall, at all times during the said term, be subject to the inspection and be liable to the approval or rejection of such Postmaster General, or such person as he shall appoint for that purpose; and that the said contractor shall also provide good and secure waterproof covering to protect the said mails, mail-bags, letter-bags, letters, newspapers, and packets, from the weather; and further, that the postmen shall each be provided with a horn, which they shall sound, to give notice of the approach of the mail to the different stations; and that he, the said contractor, or the postman, or other person or persons employed in the conveyance of the mails, mail-bags, letter-bags, letters, newspapers, and packets as aforesaid, shall and do, when thereunto required by any postmaster, carry and deliver private letter-bags, and also carry and deliver loose letters and newspapers and parcels to and at all places situated on the line of road aforesaid: and also, that he, the said contractor, or the postman, or the person or persons so employed in the conveyance of the mails, mail-bags, letter-bags, letters, newspapers, and packets as aforesaid, shall and do, when thereunto required by any person on the road, take in charge, receive, and deliver over to the postmaster, at the post office at which he, the said contractor, or the postman, or the person or persons employed in the conveyance of the mails as aforesaid, shall first arrive, all private bags, both letters and newspapers, which may be tendered to the said contractor, or the postman, or the person or persons so employed as aforesaid to receive and deliver as aforesaid: Provided that the said contractor, or the postman, or the person or persons so employed as aforesaid, shall not be required to deviate or depart from the direct line of road, for the purpose of receiving or delivering any private letters, bags, and newspapers as aforesaid, or receive or collect any charges or postages for the same: And further, that the said contractor shall forfeit and pay the sum of five shillings when and as often as, and in every case when he, the said contractor or the postman, or the person or persons so employed as aforesaid, shall neglect or refuse to carry, receive, or deliver any loose letter, newspaper, or parcel as aforesaid, either given by the postmaster as aforesaid, or any other person or persons whatsoever; and also, that the said contractor shall forfeit and pay the sum of five shillings for every five minutes' delay after the first five minutes from the appointed time of starting (no penalty being imposed for the first five minutes' delay); and also shall forfeit and pay the sum of five shillings for every ten minutes' delay after the first ten minutes from the appointed time for the delivery of the said mails at the places of their respective destinations, unavoidable accidents, and such delays as may be occasioned by the postmasters in delivering the mails, mail-bags, letter-bags, letters, newspapers, and packets, always excepted; and also that the said contractor shall not receive or convey, or permit to be received or conveyed, either by himself or any of his agents, postmen, or servants, directly or indirectly, any letters or packet containing any letters, except such as shall have been delivered to him, or any of his agents, postmen, or servants, under authority or by the direction of such Postmaster General or his deputies, and except as hereinbefore is excepted; and that the said contractor shall become and be answerable for himself, his agents, postmen, and servants, and on neglect or breach of his said agreement or engagement to forfeit and pay the sum of five pounds for each letter or packet of letters so received or conveyed, either by himself or his agents, postmen, or servants, contrary to these presents; and further, that all or any of the penalties or forfeits and sums of money, although arising from the neglect or misconduct or breach by postmen or servants shall and may be imposed, declared forfeit and levied by such Postmaster General upon his sole authority; and all such sums of money so imposed and declared forfeit shall and may be by such Postmaster General deducted and received from all or any of the payments to be made to the said contractor under and in pursuance of this contract; and it shall and may be lawful for such Postmaster General—and the said contractor hereby declares that he is hereby authorized and empowered to deduct the same, or to proceed for the recovery thereof hereunder or in any way he may be advised in any Court of competent jurisdiction in the said Colony; and that all fines and forfeitures hereinbefore mentioned are to be paid over and above all or any penalties or penalty imposed by Acts of the Legislative Council of the said Colony; and further, that in case the said contractor shall fail to perform his said contract and agreement according to the terms thereof, as herein set forth, it shall be lawful for such Postmaster General, and he is empowered by the said contractor to advertise for and accept fresh tenders for the conveyance of the same mails, mail-bags, letter-bags, letters, newspapers, and packets, and to withhold payment of any money then due to the said contractor under the contract herein mentioned, without prejudice, nevertheless, to all rights of action and other remedies of such Postmaster General or such contractor, in respect of any breach or breaches of the same contract; and, for the considerations aforesaid, the said Postmaster General, for and on behalf of Her said Majesty, doth hereby agree that if the said contractor shall in all respects perform the said agreement on his part, the Government of New South Wales shall and will pay unto the said contractor the sum of one hundred and thirty-five pounds, for the conveyance of the said mails for the said term, by quarterly payments; and whereas previously to and at the time of entering into the said contract or agreement, it was agreed between the contractor and the said Postmaster General, that the contractor, with two sufficient sureties, should enter into a bond with Her Majesty the Queen, Her Heirs and Successors, in the penalty above mentioned, for the due performance of the said contract or agreement, and for the payment of all penalties or sums of money which thereunder shall or may at any time hereafter become payable to the said Postmaster General; and the said Peter Foster and Frederick Frisby Hubbard, have proposed to become such sureties as aforesaid: Now the condition of the above-written obligation is such, that if the said contract or agreement shall be well and truly performed, observed, and kept in all things by the said contractor, and by all postmen and others employed in or about the conveyance of the said mails, mail-bags, letter-bags, letters, newspapers, and packets, as aforesaid, according to the terms of the said contract and agreement, as

hereinbefore

hereinbefore set out, and if the said contractor do and shall well and truly pay or cause to be paid to the Postmaster General of the said Colony, all fines, forfeitures, sum or sums of money which, under the said contract or agreement shall be or become payable to the said Postmaster General, without deduction or abatement on any account whatsoever,—then this obligation shall be void, otherwise to be and remain in full force and virtue.

Signed, sealed, and delivered by the above-named John Fuller Foster,
in the presence of—THOMAS LATTEK.

JOHN FULLER FOSTER.

Signed, sealed and delivered by the above-named Peter Foster, in the
presence of—THOMAS LATTEK.

PETER FOSTER.

Signed, sealed, and delivered by the above-named Frederick Frisby
Hubbard, in the presence of—THOMAS LATTEK.

FREDERICK FRISBY HUBBARD.

POST OFFICE DECLARATION.—15 VICTORIA No. 12, SEC. 4.

I, JOHN FULLER FOSTER, being engaged in the conveyance of mails between East Maitland, Mount Vincent, and Cooranbong, do solemnly and sincerely declare that I will not willingly or knowingly open, detain, return, or delay, or cause or suffer to be opened, detained, returned, or delayed, any letter or packet which shall come into my hands, power, or custody, by reason of my employment relating to the Post Office, except by the consent of the person or persons to whom such letter or packet shall be directed, or by an express warrant, in writing, for that purpose, under the hand of the Governor, or unless otherwise in pursuance and under the authority of any of the provisions in that behalf contained in any Act, Law, or duly authorized Regulation of the Colony of New South Wales, now or hereafter passed and made, or to be passed and made for and in relation to the postage and conveyance of letters.

J. F. FOSTER.

Declared before me, at Mount Vincent, }
this eleventh day of October, 1867,— }

W. KNOX CHILD, J.P.

POST OFFICE DECLARATION.—15 VICTORIA No. 12, SEC. 4.

I, ANDREW FULLER, being engaged in the conveyance of mails between East Maitland, Mount Vincent, and Cooranbong, do solemnly and sincerely declare that I will not willingly or knowingly open, detain, return, or delay, or cause or suffer to be opened, detained, returned, or delayed, any letter or packet which shall come into my hands, power, or custody, by reason of my employment relating to the Post Office, except by the consent of the person or persons to whom such letter or packet shall be directed, or by an express warrant, in writing, for that purpose, under the hand of the Governor, or unless otherwise in pursuance and under the authority of any of the provisions in that behalf contained in any Act, Law, or duly authorized Regulation of the Colony of New South Wales, now or hereafter passed and made, or to be passed and made for and in relation to the postage and conveyance of letters.

ANDREW FULLER.

Declared before me, at Mount Vincent, }
this eleventh day of October, 1867,— }

W. KNOX CHILD, J.P.

B 2.

G. de Milhau, Esq., to The Secretary, G.P.O., Sydney.

Maitland, 8 August, 1868.

Sir,

I have the honor to report, for the consideration of the Honorable the Postmaster General, that a change in the mail line from Cooranbong to Mount Vincent is in my opinion necessary. The mail for Cooranbong, which leaves East Maitland on Saturday, 10 a.m., and arrives at Mount Vincent at 1 p.m., is detained there till Monday, 7 a.m., arriving at Cooranbong same day, 10 a.m. Considering that they have only one mail weekly, and the letters which have accumulated in the Mount Vincent Post Office since the previous Tuesday only starts on Monday, and that the time (5 hours) allowed to the public to answer their correspondence by the same post is rather short for persons living at a certain distance, like Mr. Hargraves (16 miles), I think a correction of the time-table is advisable: it would give satisfaction, and perhaps would prevent the idea of applying for a second mail.

I beg to recommend the following Time-table:—

Leave East Maitland, Tuesday, Thursday, Saturday,	10 a.m.
Arrive Mount Vincent, do. do. do.	1 p.m.
Leave do. Saturday,	1.30 p.m.
Arrive Cooranbong, Saturday,	6.30 p.m.
Leave Cooranbong, Monday,	10 a.m.
Arrive Mount Vincent, Monday,	3 p.m.
Leave do. Saturday, Wednesday, Monday,	3.30 p.m.
Arrive East Maitland, do. do. do.	6.30 p.m.

I could have accelerated the departure from East Maitland by half an hour; but after taking the opinion of the postmaster of East Maitland in this matter, I see it is not advisable, because agents in Maitland for Sydney firms have often to forward orders by the same mail. The Sydney bags only arrive at the East Maitland Post Office at 8.25 a.m.

I have, &c.,
G. DE MILHAU.

Submitted. I see no objection to the alteration. S.H.L., 11/8/68.

Approved. J.D., 12/8/68.

M. C. Foster, G. de Milhau, P.M. Mount Vincent, Cooranbong, East Maitland, T-t. Book. J.D., 14/8/68.

B 3.

B 3.

The Secretary, G.P.O., Sydney, to Mr. J. F. Foster.

69/1840.

General Post Office,
Sydney, 16 March, 1869.

Sir,

I have to acknowledge the receipt of your memorial praying for payment on account of extra services rendered in conveying the mails between Mount Vincent and Cooranbong.

In reply, I am directed to inform you, that the Honorable the Postmaster General regrets to find that you were put to so much extra expense in consequence of the Time-table imposed upon you on the 14th August last; but there can be no question that the Postmaster General had full power, under your agreement, to make the alteration complained of, or any other that he might think necessary.

After a careful consideration of the whole case, Mr. Egan feels that he is unable to comply with your request; first, because there are no funds voted by Parliament for such purposes; and secondly, because there is no precedent to be found in the records of the office for the entertainment of such a claim.

I have, &c.,
S. H. LAMBTON,
Secretary.

B 4.

Mr. Browne to The Secretary, G.P.O., Sydney.

Post Office, East Maitland,
13 November, 1868.

Sir,

Referring to the memorandum attached to the enclosed communication, I do myself the honor to explain the circumstances which occasioned the departure from the prescribed time of despatching and receiving the Mount Vincent mails. In former years the mails were conveyed by parties resident in this locality. During Major Christie's term of office, the tender of Mr. Foster, of Mount Vincent, was accepted, and upon the first day he conveyed the mails, informed me that the Postmaster General, in consequence of the low rate he had agreed to undertake the contract, had sanctioned his leaving at the hours complained of, and which upon reference to my time-bills, have been correctly stated, and are those named in my report as strictly adhered to. Not having any complaint as to the hours written in my time-bills, and believing I was acting in compliance with the wishes of the Postmaster General, was the cause of my seeming disregard, and not from any want of respect, or adherence to the prescribed rules laid down for my guidance.

I am, &c.,
ROBERT BROWNE,
Postmaster.

Read.—S.H.L., 17/11/63.

B 5.

Time-table adopted by Contractor, up to 1st August, 1868.

Leave Mount Vincent	Tuesday, Thursday, Saturday,	6 a.m.
Arrive East Maitland.....	do. do. do.	9 "
Leave do.	do. do. do.	10 "
Arrive Mount Vincent	do. do. do.	1 p.m.
Leave Mount Vincent	Monday,	7 a.m.
Arrive Cooranbong	do.	10 "
Leave do.	do.	3 p.m.
Arrive Mount Vincent	do.	6 "

Time-table in existence when Mr. Foster tendered, and which should have been adopted by him.

Leave East Maitland.....	Tuesday, Thursday, Saturday,	10 a.m.
Arrive Mount Vincent	do. do. do.	1 p.m.
Leave do.	do. do. do.	4 "
Arrive East Maitland.....	do. do. do.	7 "
Leave Mount Vincent	Monday,	7 a.m.
Arrive Cooranbong	do.	10 "
Leave do.	do.	3 p.m.
Arrive Mount Vincent	do.	6 "

Time-table proposed by Postal Inspector, and brought into operation on 1st September, 1868.

Leave East Maitland.....	Tuesday, Thursday, Saturday,	10 a.m.
Arrive Mount Vincent	do. do. do.	1 p.m.
Leave do.	Wednesday, Saturday, Monday,	3:30 "
Arrive East Maitland.....	do. do. do.	6:30 "
Leave Mount Vincent	Saturday,	1:30 "
Arrive Cooranbong	do.	6:30 "
Leave do.	Monday,	10 a.m.
Arrive Mount Vincent	do.	3 p.m.

1870-71.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

POSTAL.

(CORRESPONDENCE RESPECTING CONVEYANCE OF MAILS *vid*—AND PROPOSED REMOVAL OF POST OFFICE AT—GUNDAROO.)

Ordered by the Legislative Assembly to be Printed, 2 June, 1871.

RETURN to an *Order*, made by the Honorable the Legislative Assembly of New South Wales, dated 30th May, 1871, That there be laid upon the Table of this House,—

“ Copies of all Correspondence during the present year between the Postmaster General and any other person or persons ; also, of every Petition, Memorial, or other Document having reference to the conveyance of Mails by way of Gundaroo, and the proposed or contemplated removal of the Post Office from its present site to another site within the said Township.”

(*Mr. W. Forster.*)

POSTAL.

MR. WM. AFFLECK TO THE POSTMASTER GENERAL.

Gundaroo, 3 April, 1871.

HON. SIR,

I perceive by the *Gazette* of the 31st March that you have called for tenders for the conveyance of mails between Goulburn and Queanbeyan, *viâ* Collector, Gundaroo, Gininderra, and Canberra.*

As the impassable state of Lake George has of late interfered considerably with the conveyance of the mails, and as it is now impassable, unless for a single horse to walk, and in all likelihood will be so for the next twelve months, even if we have no more rain, and as we have now got a new road from Collector to Gundaroo, known as "Thompson's Marked-tree-line," which is a good road and much shorter than Lake George Road,—I would desire to bring this fact under your notice, and ask you to insert in the advertisement that the mail should run *viâ* the said new road, between Collector and Gundaroo. As to the character of the new road I would beg to refer you to the Hon. Charles Campbell, who passed over it a week or two ago. I would also desire to suggest to you as an improvement, that the mail contract might or should be let out in two portions, say, from Goulburn to Gundaroo, and from Gundaroo to Queanbeyan. I believe by the adoption of this plan there would be more chance of the contract being carried out well, and also at a cheaper rate.

Trusting these suggestions may receive your earnest attention, and that they may be adopted,

I have, &c.,

WILLIAM AFFLECK.

The new contract might be advertised both ways, *viz.*, as at present, and by the Marked-tree-line, as suggested by Messrs. Affleck and Davis; and the postmasters' reports as to which should be adopted obtained in the meantime. The whole length of the line is only 60 miles, and I would not recommend its being taken in two contracts as suggested by Mr. Affleck.—S.H.L., 5/4/71. Approved.—J.D., 5/4/71.

ADVERTISEMENT calling for tenders altered to meet the case as follows, *viz.* :—

To and from Goulburn, Collector, Gundaroo, Gininderra, Canberra, and Queanbeyan, three times a week; or,

To and from Goulburn, Collector, Gundaroo, Gininderra, Canberra, and Queanbeyan, *viâ* Thompson's Marked-tree-line, three times a week.

THE SECRETARY, GENERAL POST OFFICE, to MR. WM. AFFLECK.

General Post Office,

Sydney, 11 April, 1871.

SIR,

With reference to your letter of the 3rd instant, I am directed to inform you that it has been decided to invite tenders for the Goulburn and Queanbeyan mail service by the present route, and also *viâ* "Thompson's Marked-tree-line," and in the meantime to obtain further information as to which route should be adopted.

I am also to state that as the mail line in question is only 60 miles in length, it is not considered desirable to divide the contract into two portions.

I have, &c.,

S. H. LAMBTON,

Secretary.

THE SECRETARY, GENERAL POST OFFICE, to THE POSTMASTER, GOULBURN.

General Post Office, Sydney,

11 April, 1871.

It having been decided to invite tenders for the Goulburn and Queanbeyan mail service, by the present route, and also *viâ* Thompson's Marked-tree-line, I have to request your report as to the which route should be adopted.

You will afterwards forward this paper to the postmasters at Collector, Gundaroo, Gininderra, Canberra, and Queanbeyan, for their reports,—the latter postmaster returning the paper to this office.

S. H. LAMBTON,

Secretary.

Post Office, Goulburn,

19 April, 1871.

I AM not personally acquainted with the proposed line, but from inquiries made I hear it is the best in wet weather. It is about 17 miles from the Collector post office to the present Gundaroo post office, but rather farther round to Queanbeyan than the present Lake Road.

JAMES SOWCROFT.

Post

* NOTE.—Tenders were called for the mail service between Goulburn and Queanbeyan in consequence of irregularities on the part of the late contractor, whose contract has been cancelled, and the tender of Mr. W. Roohan accepted.

Post Office, Collector,
21 April, 1871.

WITH reference to the roads abovenamed, the Lake Road, when the water subsides, is by far the best route. At present, by Thompson's Marked-tree-line.

PATK. DAVOREN.

Post Office, Gundaroo,
24 April, 1871.

I BELIEVE that the present route would be more satisfactory. A better road than the Marked-tree-line can be made when the water subsides.

J. B. BOATE,
Postmaster.

Post Office, Gininderra,
26 April, 1871.

I BELIEVE that Thompson's Marked-tree-line is by far the best, as the Lake George Road is generally very bad in winter.

GEORGE HARCOURT.

Post Office, Canberra,
29 April, 1871.

HAVING just returned from Goulburn, *via* Thompson's Marked-tree-line, I think the mails could be carried that way better than by the Lake George route, as the lake is now full of water, and not passable for a vehicle. The only drawback I see to the proposed route, is, that when the Gundaroo River is in flood the mails will be delayed longer than the present road causes, because the river is deeper and more difficult to cross at the so-called township of Gundaroo.

FRANCIS WILLIAMS,
Postmaster.

Post Office, Queanbeyan,
4 April, 1871.

I BELIEVE Thompson's Marked-tree-line route is the best at present, as the Lake Road is flooded, and likely to be so for some months.

J. KINSELA.

MR. HUGH VALLANCE, JUNR., to THE POSTMASTER GENERAL.

Gundaroo, 13 April, 1871.

SIR,

Some time since a Petition was presented to you from the inhabitants of Gundaroo, praying for a removal of the Gundaroo post office from where it is to the township, and that I should be the postmaster.

The reply to it was, that as the mail was still to travel from Collector to Gundaroo, *via* Lake George, it was not expedient to change the site of the post office at that time.

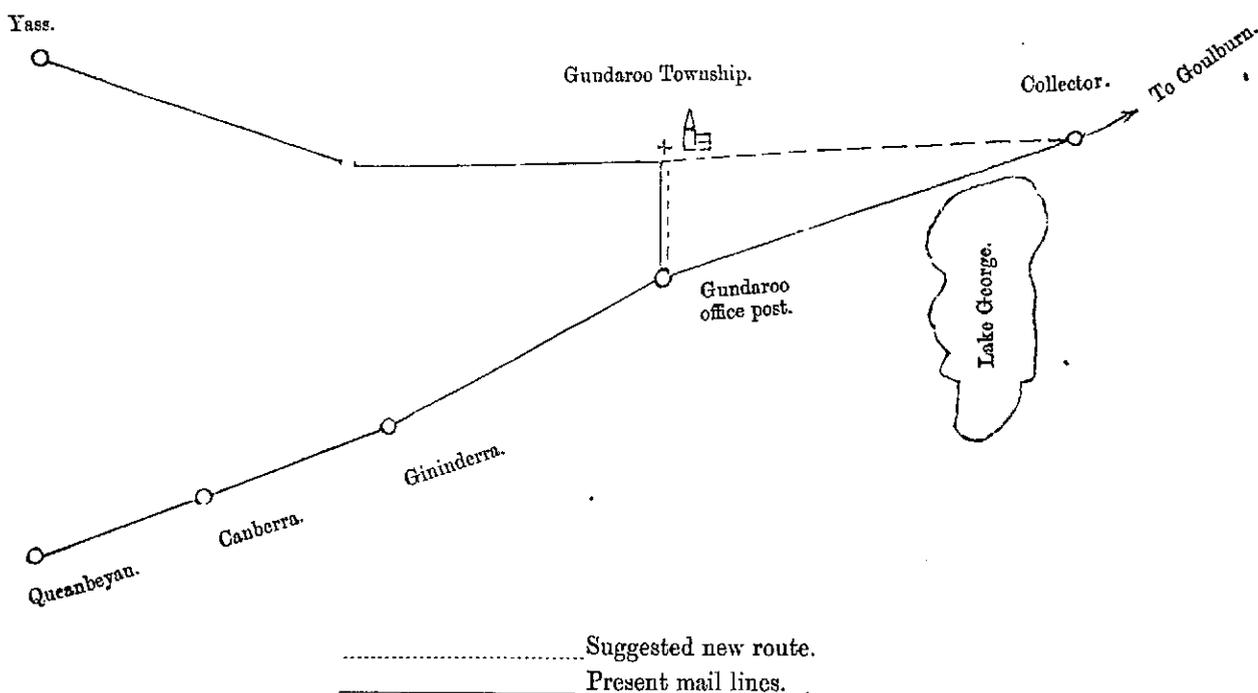
But from the impassable state of the Lake Road these twelve months past, and from the new road, near the Marked-tree-line, from here to Collector, being so far repaired as to enable all the traffic to pass over it, the general impression is that you will also cause the mail to go that way, instead of by the Lake, seeing that the new road is much nearer and will enable the mail contractor to travel with a vehicle instead of carrying the mails on horseback, as at present, to the great injury sometimes to both letters and newspapers.

In the event therefore of your deciding to shift the Gundaroo post office to the township here, I beg to remind you respectfully that my premises are the best situated in the township for a post office, and that I still hope you will appoint me postmaster of Gundaroo when you think proper to shift the office to the township.

I may also add that my appointment will give almost unanimous satisfaction to the people here.

I have, &c.,
HUGH VALLANCE, JUNR.

Mr. Moyses,—If the Marked-tree-line route be adopted would this involve the removal of the Gundaroo post office?—S.H.L., 17/4/71. I am not aware whether the adoption of the Marked-tree-line would necessitate the removal of the Gundaroo post office. P.M., Gundaroo, in his report of 27th August last, does not give any information on that point. He should be asked before any decision is arrived at, as, if it is the case, the mail line would be from Collector to the Gundaroo township, and then to the present road from Collector, to where the Gundaroo post office is at present situated, 4 miles from the township. This is one of the changes the residents of the Gundaroo township have been agitating for since 1865.—V. MOYSE, 17/4/71.



Postmaster, Gundaroo, should be asked whether in the event of the Marked-tree-line being adopted it would be necessary to remove the Gundaroo post office to the township.—V. MOYSE, 18/4/71.

Ask accordingly.—S.H.L., 18/4/71. Postmaster, Gundaroo.—V.M., 19/4/71.

THE POSTMASTER, GUNDAROO, to THE POSTMASTER GENERAL.

Post Office, Gundaroo,
21 April, 1871.

SIR,

The Inspector, Mr. Moyse, had decided, during one of his visits to Gundaroo, that the present position of the post office was central; therefore any deviation in the mail route involves no necessity for removal.

The post office has been in this neighbourhood for the last eighteen years. If Thompson's Marked-tree-line is adopted as the mail-line the mailman must of necessity pass through the township, which is 4 miles north of the present post office, the township being the extreme end of the district.

I have, &c.,
J. B. BOATE,
P.M., Gundaroo.

Bring forward with tenders.*—S.H.L., 25/4/71.

* NOTE.—Tenders for mail service between Goulburn and Queanbeyan to be opened on 3rd May, 1871.

MR. WILLIAM AFFLECK to THE POSTMASTER GENERAL.

Gundaroo, 24 April, 1871.

HON. SIR,

In the event of the mail running over Thompson's Marked-tree-line it will run then right through the township; and as you will perceive by the enclosed list of the heads of families, who receive letters and papers from Gundaroo post office, that were a bag made up in Goulburn and left in the township as the mail passes through it would be a very great convenience for fifty of them.

Therefore I beg to suggest for your approval that you authorize the Goulburn postmaster to make up two bags (if the mail should run *via* Thompson's Marked-tree-line) for Gundaroo, one for the post office and one for the township,—the latter to contain only the correspondence for the fifty persons named, besides any addressed to their care; the others to go to the post office.

If you should agree to this proposal I have no objection, while Mr. Boate holds the post office, to take charge of the township bag, if approved by you, free of expense, thereby allowing the salary to go to Mr. Boate as postmaster.

I make the foregoing propositions for two reasons. First. The adoption of this plan, leaving a bag on the township, will not involve the department in any extra expense, and be a decided convenience to the public, and likewise fulfilling the design which ought to guide all Governments doing the greatest good to the greatest number. Second. If the plan be adopted, a notification of the same might be gazetted so as to give the persons notice to have their communications directed with the word "Branch" or "Township," for the guidance of the Goulburn postmaster.

I hope you will pardon the liberty I have taken in addressing you on this subject, and that it will appear to you of sufficient importance as my apology. If you will let me know when you decide if you will carry out my suggestion I will let as many know as I see.

I have, &c.,
WILLIAM AFFLECK.

Heads

Heads of families who would save 8 miles journey—4 miles to post office and back,—were a special bag made up at the Goulburn post office, and a place appointed on the township to receive and dispatch the same.

- | | | |
|----------------------------------|------------------------|--------------------------|
| 1. Arthur Affleck, Esq.,
J.P. | 16. Adam Lees. | 32. A. J. Slatterie. |
| 2. Hugh Vallance. | 17. Thomas Elliott. | 33. John Geary. |
| 3. Thomas Booth. | 18. George Booth. | 34. John Edwards. |
| 4. Charles Walmsley. | 19. George Elliott. | 35. Owen Elliott. |
| 5. Charles Darby. | 20. Robert Edwards. | 36. George Lanham. |
| 6. David Holdsworth. | 21. William Guise. | 37. Richard Howell. |
| 7. William Affleck. | 22. John Lees. | 38. Thomas Reynolds. |
| 8. George Faulkner. | 23. Donald Fitzgerald. | 39. William Lamb. |
| 9. Thomas Lanham. | 24. James Booth. | 40. George Bailey, senr. |
| 10. John Hardwick. | 25. William Lanham. | 41. Thomas Murphy. |
| 11. Henry Case. | 26. Charles A. Massy. | 42. Charles Turton. |
| 12. Richard Elliott. | 27. James Dyball. | 43. Jeremiah Barrett. |
| 13. William Ryan. | 28. Frederick Reid. | 44. Edward Wilkinson. |
| 14. John Clark. | 29. Thomas Llinden. | 45. ——— Rich. |
| 15. John Nowlin. | 30. Henry Lanham. | 46. James Whittaker. |
| | 31. Mrs. Quinn. | |

Heads of families who would save 6 miles—3 to post office and back.

- | | |
|--------------------------------|--------------------|
| 1. J. T. A. Styles, Esq., J.P. | 3. Noah Cheeseman. |
| 2. William M'Enroc. | 4. John Clifford. |

Heads of families about equal distant from either the present post office or from the township.

- | | | |
|-----------------------|-----------------------|-----------------------|
| 1. Alexander Dyce. | 8. Charles Bennett. | 15. Ternance O'Rourk. |
| 2. Margaret Dafferen. | 9. Patrick Leahy. | 16. John Fellow. |
| 3. ——— Roach. | 10. Henry Byfield. | 17. Jeremiah Leahy. |
| 4. Peter Jobbins. | 11. Jacob Lees. | 18. John Bloomfield. |
| 5. E. A. Elliott. | 12. Christian Crobar. | 19. John Nocks. |
| 6. Joseph Crocker. | 13. William Forbes. | |
| 7. Daniel Leahy. | 14. Charles Masters. | |

Heads of families within 1 mile of the present post office.

- | | | |
|-----------------------------|----------------------|--------------------|
| 1. J. W. Packer, Esq., J.P. | 5. Richard Harding. | 9. William Goslet. |
| 2. S. J. Galloway. | 6. Alexander Fraser. | 10. J. B. Boate. |
| 3. Joseph Edgar. | 7. William Morton. | |
| 4. George Bailey. | 8. Henry Bailey. | |

Heads of families who are nearer to the present post office than the township.

- | | | |
|--------------------------|----------------------|----------------------|
| 1. Patrick Donnelly. | 9. Fred Butt. | 17. Hugh Reid. |
| 2. ——— Quinn. | 10. Thomas Coleman. | 18. William Casey. |
| 3. James Moore. | 11. William Field. | 19. Daniel Flanigan. |
| 4. Digger, Brook's Creek | 12. Thomas J. March. | 20. ——— M'Mullin. |
| 5. George Reid. | 13. Robert Charters. | 21. ——— Gribble. |
| 6. John Casey. | 14. Edward Hines. | 22. E. Wells. |
| 7. James Casey. | 15. ——— Tully. | 23. F. Dunn. |
| 8. William Bluit. | 16. John M'Enally. | |

THE SECRETARY, GENERAL POST OFFICE, to MR. WILLIAM AFFLECK.

General Post Office,
Sydney, 2 May, 1871.

SIR,

In reply to your letter, dated the 24th ultimo, suggesting, in the event of the acceptance of a tender for the service between Goulburn and Queanbeyan, *via* Thompson's Marked-tree-line, that a bag may be made up in the Goulburn office, to contain correspondence for the Gundaroo township, I am directed to inform you that this department enters into no arrangements regarding private bags; but that in the event referred to the persons requiring the proposed accommodation will no doubt be able to arrange the matter with the postmaster at Goulburn.

I have, &c.,
S. H. LAMBTON.

MR. A. FRASER TO THE POSTMASTER GENERAL.

Gundaroo, 26 April, 1871.

SIR,

In consequence of a movement now being set on foot by interested parties to remove the post office from its present site, and also to adopt another mail route, viz., that known as the Marked-tree-line, I take the liberty to write to you, in order to put you in possession of a few facts. First. Ever since a post office has been established at Gundaroo (with the exception of some 18 months) it has always been within 500 yards of its present site, I am informed, something like 30 years. The 18 months mentioned, it was held by Mr. Styles some 2 miles from its present site, the reason being that when Mr. Edgar, the then postmaster resigned, there was no person but Mr. Styles to accept office. On the recommendation of Sir Terence Aubrey Murray the office was removed back to its present locality by the then Postmaster General, Major Christie, for no other reason than that its present locality, being the centre of the population.

tion. Second. In reference to the mail route, I admit that a coach could not run the Lake route during the past year, but you will bear in mind that W. J. Packer, who has known Lake George the last 40 years, has never known it in all that time to be as it is at present; in fact till now could always travel it with a team. It is not hard to account for the water being so high at present, when we remember the continuation of heavy rains we have had for something like 12 months. At present there is every prospect of a dry winter, and perhaps summer also, and if it should be so, Lake George will be as fit to travel as ever it was; and it may be 40 years till it will be in its present condition. I have travelled Thompson's Marked-tree-line, and think that any disinterested person will admit that from the soft nature of the ranges a permanent road could not be made that way. If the Roads Department were only to apply the money they are wasting on the Marked-tree-line, on the edge of Lake George, for only about 7 miles, a good and permanent road could be easily made. I have no doubt Mr. Moyse, the Postal Inspector, can bear me out in many of the above remarks.

Your obedient servant,
A. FRASER.

THE SECRETARY, GENERAL POST OFFICE, to MR. A. FRASER.

General Post Office, Sydney,
2 May, 1871.

SIR,

In reply to your letter, dated the 26th ultimo, submitting objections to the removal of the post office at Gundaroo, and to the adoption of the route between Goulburn and Queanbeyan *via* Thompson's Marked-tree-line, I am directed to inform you that there is no intention to remove the post office at Gundaroo. The subject of the mail route is under consideration, but it is not intended that any change therein shall affect the Gundaroo residents or the Gundaroo post office.

I have, &c.,
S. H. LAMBTON,
Secretary.

MR. THOMAS BOOTH TO THE POSTMASTER GENERAL.

Gundaroo, May 2, 1871.

HON. SIR,

I have the honor to enclose for your information a Petition, with the Resolutions, passed at a public meeting held this day at the Royal Hotel.

The meeting (the largest held in Gundaroo for some years) was called, owing to a clandestine meeting being held last Tuesday by a few persons around the post office, who got up, and have now been obtaining signatures to the same under false pretences.

Trusting you will give the enclosed Petition and list of heads of families, with particulars, your serious consideration, and grant the request of the inhabitants,

I have, &c.,
THOMAS BOOTH.

[Enclosures.]

Gundaroo, May 1, 1871.

To the Honorable Joseph Docker, Postmaster General,—

HON. SIR,

We, the inhabitants of the postal district of Gundaroo, in public meeting assembled on the 1st day of May, 1871,—
Humbly Showeth,

1st.—That for months past the Lake George Road has been impassable for either vehicles or packhorse, and will be so for many months to come; and further, that the road known as Thompson's Marked-tree-line is the only practicable road between Collector and Gundaroo for the mail.

2nd.—This meeting regrets that a few residents around the post office on Tuesday last met and adopted a memorial to you, stating that the present position of the post office was the centre of the postal district, while the public knew nothing of their meeting, and therefore anything done could not be considered as a public expression of opinion.

3rd.—From facts laid before this meeting, and from what we know personally, and as you will perceive from the list accompanying this Petition, which we certify as a correct statement, the *township* is the centre of the postal district of Gundaroo, both with the regard to distance of residences and population.

4th.—Seeing that the Township of Gundaroo is in the centre of the postal district, and that the Government Township is the proper place for all Government offices, and as the post office is the only Government office not now on the township, this meeting is of opinion that the Postmaster General ought to cause the post office to be removed so soon as the mail is carried over Thompson's Marked-tree-line of road.

5th.—In accordance with the fifth resolution, passed at this large and influential meeting, we authorize the chairman to affix his signature as our representative, and trust you will take the foregoing Petition into your favourable consideration, and do this large and scattered district justice.

We have, &c.,

ARTHUR AFFLECK, J.P., Chairman,
For the inhabitants in public meeting assembled.

NOTICE.

A PUBLIC Meeting of the inhabitants of Gundaroo will be held at the Royal Hotel, on Monday, 1st May, at half-past 3 o'clock, to consider the matter of the mail route, as well as the proceedings of the hole-and-corner meeting of Tuesday last.

1st.—This meeting desires to draw the attention of the Postmaster General to the fact that the road known as Thompson's Marked-tree-line is the only practicable line of road for the mail to travel between Collector and Gundaroo, as the Lake George Road has been and is now impassable for either vehicles or packhorse.

2nd.—This meeting regrets that a few individuals, meeting at the Traveller's Home on Tuesday last, should have put themselves in so false a position as to sign a document to the Postmaster General, intimating that where the post office is at present is the most central, without calling a public meeting to have the public opinion on the subject.

3rd.—That this meeting is of opinion, from the facts that have been placed before them, that the township of Gundaroo is in the centre of the postal district of Gundaroo, both as regards numbers of population and distance of residences.

4th.—This meeting is strongly of the opinion that if the Postmaster General decides on the mail being carried between Collector and Gundaroo, along Thompson's Marked-tree-line, the proper place for the Gundaroo post office is on the Township of Gundaroo.

5th,—

5th.—That the foregoing resolutions be embodied in a petition to the Postmaster General, and signed by the chairman of this meeting, on behalf of the inhabitants, and with the same a list of heads of families who receive communications through the post office, with the distance of their residences from the post office, as well as the distance from the township, specifying the north and south sides of the post office separately.

Names of heads of families on Post Office side of township.	Distance of residence from Post Office.	Distance of residence from township.	Names of heads of families on Post Office side of township.	Distance of residence from Post Office.	Distance of residence from township.
1. Patrick Tully	10 miles	14 miles.	17. James Harding	$\frac{1}{2}$ mile	$4\frac{1}{2}$ miles.
2. Joseph M'Enally.....	8 "	12 "	18. William Forbes	2 miles	3 "
3. Edward Hines.....	7 "	11 "	19. Alexander Dyce	2 "	3 "
4. Francis Dun	8 "	12 "	20. William Boswell	2 "	3 "
5. William Field	7 "	11 "	21. Joseph Edgar	$\frac{1}{2}$ "	$3\frac{1}{2}$ "
6. Robert Chartars	6 "	10 "	22. Thomas James March, senr.	$\frac{1}{2}$ "	$3\frac{1}{2}$ "
7. James Moore	$4\frac{1}{2}$ "	$8\frac{1}{2}$ "	23. William Casey	5 "	6 "
8. Patrick Donnelly.....	3 "	7 "	24. John Casey	5 "	6 "
9. William Goslet	$\frac{1}{2}$ "	$4\frac{1}{2}$ "	25. James Casey	5 "	6 "
10. George Bailey, junr.	$\frac{1}{4}$ "	$4\frac{1}{4}$ "	26. Daniel Flanigan	5 "	6 "
11. J. B. Boate	Post office	4 "	27. Ezekiel Wells		
12. Henry Bailey	At "	4 "	28. William Bluit	5 "	6 "
13. William Morton	" "	4 "	29. Jacob Lees	$3\frac{1}{2}$ "	4 "
14. Alexander Fraser	$\frac{1}{4}$ mile	$4\frac{1}{4}$ "	30. Peter Jobbins	$2\frac{1}{2}$ "	3 "
15. Samuel J. Galloway	$\frac{1}{2}$ "	$4\frac{1}{2}$ "	31. Thomas Coleman.....	$2\frac{1}{2}$ "	3 "
16. William J. Packer	$\frac{1}{2}$ "	$4\frac{1}{2}$ "	32. — Quinn	$3\frac{1}{2}$ "	$7\frac{1}{2}$ "

Names of heads of families equal distant from the present Post Office and township.	Distance from the Post Office of the residences.	Distance from the township of the residences.	Names of heads of families equal distant from the present Post Office and township.	Distance from the Post Office of the residences.	Distance from the township of the residences.
1. James Roach	$2\frac{1}{2}$ miles	$2\frac{1}{2}$ miles.	10. Joseph Lovet	6 miles	6 miles.
2. Mrs. Daffern	$2\frac{1}{2}$ "	$2\frac{1}{2}$ "	11. Henry Byfield	6 "	6 "
3. Charles Bennett	$2\frac{1}{2}$ "	$2\frac{1}{2}$ "	12. Jeremiah Leaby	6 "	6 "
4. Edwin A. Elliott.....	$2\frac{1}{2}$ "	$2\frac{1}{2}$ "	13. Hugh Reid	$5\frac{1}{2}$ "	$5\frac{1}{2}$ "
5. Joseph Crocker	$2\frac{1}{2}$ "	$2\frac{1}{2}$ "	14. John M'Mullen	$5\frac{1}{2}$ "	$5\frac{1}{2}$ "
6. Daniel Leaby	$2\frac{1}{2}$ "	$2\frac{1}{2}$ "	15. Fredk. Butt	$5\frac{1}{2}$ "	$5\frac{1}{2}$ "
7. Ternance O'Rourke.....	3 "	3 "	16. John Bloomfield, junr.	6 "	6 "
8. John Fellow.....	$3\frac{1}{2}$ "	$3\frac{1}{2}$ "	17. Christian Crobar	7 "	7 "
9. George Reid.....	6 "	6 "	18. Patrick Leaby.....	$5\frac{1}{2}$ "	$5\frac{1}{2}$ "

Names of heads of families nearer to the township than the Post Office.	Distance of residence from the Post Office.	Distance of residence from the township.	Names of heads of families nearer to the township than the Post Office.	Distance of residence from the Post Office.	Distance of residence from the township.
1. Joseph Styles	3 miles	1 mile.	30. George Elliott	8 miles	$3\frac{1}{2}$ miles.
2. John Clifford	3 "	2 "	31. Richard Elliott	9 "	$4\frac{1}{2}$ "
3. William M'Enroe	3 "	2 "	32. William Ryan	10 "	$5\frac{1}{2}$ "
4. Noah Cheeseman.....	$3\frac{1}{2}$ "	$\frac{1}{2}$ "	33. Robert Edwards	9 "	$4\frac{1}{2}$ "
5. James Dyball	4 "	Township.	34. George Bailey, senr.	8 "	$3\frac{1}{2}$ "
6. Frederick Reid	4 "	"	35. George Booth	9 "	$4\frac{1}{2}$ "
7. A. J. Slatterie	4 "	"	36. Catherine Webster	9 "	$4\frac{1}{2}$ "
8. David Holdsworth	4 "	"	37. John Barrett	10 "	$5\frac{1}{2}$ "
9. Thomas Linden	4 "	"	38. William Lamb	9 "	$4\frac{1}{2}$ "
10. Charles Walmsley	4 "	"	39. James Booth	$10\frac{1}{2}$ "	6 "
11. Hugh Vallance	4 "	"	40. Jeremiah Barrett.....	12 "	8 "
12. William Affleck	4 "	"	41. William Guise	12 "	8 "
13. Mrs. Quinn	4 "	"	42. Edward Wilkinson	13 "	9 "
14. Charles Darby	4 "	"	43. A. Rich	14 "	10 "
15. Thomas Booth	4 "	"	44. Thomas Lanham	14 "	10 "
16. George Faulkner	4 "	"	45. Charles Turton	$14\frac{1}{2}$ "	$10\frac{1}{2}$ "
17. Arthur Affleck	$4\frac{1}{2}$ "	"	46. James Whitaker	$14\frac{1}{2}$ "	$10\frac{1}{2}$ "
18. John Hardwick	$4\frac{1}{2}$ "	"	47. Adam Lees	13 "	9 "
19. Henry Case	$4\frac{1}{2}$ "	Near township.	48. John Nowlin	14 "	10 "
20. Charles Smith	4 "	"	49. Thomas Elliott	14 "	10 "
21. Thomas Reynolds	4 "	"	50. John Lawton	14 "	10 "
22. C. A. Massy	4 "	"	51. Donald Fitzgerald	14 "	10 "
23. John Edwards	$5\frac{1}{2}$ "	1 mile.	52. George Lanham	15 "	11 "
24. John Geary	7 "	$2\frac{1}{2}$ "	53. John Lees.....	15 "	11 "
25. Charles Masters, senr.	7 "	6 "	54. Henry Lanham	15 "	11 "
26. John Noocks	7 "	6 "	55. Richard Howell	16 "	12 "
27. Charles Masters, junr.	7 "	6 "	56. George Croacker	16 "	12 "
28. Owen Elliott	6 "	$1\frac{1}{2}$ "	57. Arthur Leary	18 "	14 "
29. John Clarke	10 "	$5\frac{1}{2}$ "			

The above names are all heads of families residing at the distances mentioned, both from the post office and from the township; and the list shows that were the post office on the township it would divide the distance equal between the persons residing furthest on each side of the township, while there are twenty-five on the township side more than on the post office side.

Bring forward when tenders are opened.—J.D., 3/5/71.

Mr.

MR. J. EDGAR to THE POSTMASTER GENERAL.

Gundaroo, 1 May, 1871.

HON. SIR,

In reference to the present position of the Gundaroo post office, I most respectfully beg to forward you the names in the enclosed memorial of the landholders of this neighbourhood, all, except the few residents in the township.

The township is situated at the end of the district, and is full 4 miles away from the centre of the neighbourhood, and the junction of the main roads.

The cause of the river remaining high so long at the crossing-place of the township, is in consequence of the tributary of Brook's Creek, which prevents persons crossing for many days at a time.

The extra flow of water does not interfere with the crossing-place where the mails now and always have crossed; consequently, there is seldom any detention of the mails.

When the mails travel over the Marked-tree-line, the mail bags will have to remain on the other side of the river for days at a time, which will confuse the line to Gininderra, Canberra, and Queanbeyan.

I have, &c.,

JOSEPH EDGAR.

Place with other papers.—J.D., 4/5/71.

[Enclosure.]

To the Honorable Joseph Docker, Postmaster General, Sydney,—

HON. SIR,

We, the undersigned inhabitants of Gundaroo and its neighbourhood, most respectfully beg to state that the post office is situated in the best possible situation to afford public accommodation to this widely spread neighbourhood. It is situated at the junction of the Queanbeyan, Gininderra, and Yass Roads, and can be approached without crossing the river, which frequently rises and remains impassable for many days during wet weather.

	Distance from Post Office.	Distance from Township.		Distance from Post Office.	Distance from Township.
C. A. Massy	4 miles.....	— miles.	Daniel Leahy, senr.	3 miles.....	3 miles.
James Ramsay	12 "	16 "	John Clifford	3 "	2 "
Joseph Edgar	$\frac{1}{4}$ "	4 "	Pat. Leahy	6 "	6 "
Francis Dunn	7 "	11 "	Terence O'Rourke	$2\frac{1}{2}$ "	$3\frac{1}{2}$ "
P. J. B. Donnelly	3 "	7 "	Cornelius O'Rourke	$2\frac{1}{2}$ "	$3\frac{1}{2}$ "
James Harding .....	.....	4 "	E. A. Elliott	$2\frac{1}{2}$ "	$3\frac{1}{2}$ "
Fred Butts	7 "	4 "	Joseph Cracker	$2\frac{1}{2}$ "	$3\frac{1}{2}$ "
Joseph T. A. Styles, J.P.	$3\frac{1}{2}$ "	1 "	John Bloomfield.....	4 "	$5\frac{1}{2}$ "
T. Jno. Galloway	1 "	5 "	Henry Byfield	6 "	7 "
James Moore	5 "	9 "	Wm. Jas. Packer	1 "	5 "
Wm. Forbes	2 "	6 "	Charles Bennett.....	$2\frac{1}{2}$ "	$3\frac{1}{2}$ "
Alex. Fraser	$\frac{1}{4}$ "	4 "	Patk. Flanagan	3 "	7 "
Alex. Dyce	1 "	3 "	Robt. Charters	6 "	10 "
Chas. Masters, senr.	5 "	9 "	J. M'Nally	9 "	13 "
Chas. Masters, junr.	5 "	9 "	S. E. Plumb	7 "	11 "
John Moakes	5 "	9 "	James Kasher.....	7 "	11 "
William Morton.....	$\frac{1}{4}$ "	4 "	William Tully	8 "	12 "
Henry Bailey .....	.....	4 "	Robt. Hines	8 "	12 "
Charles Goslett .....	.....	4 "	Edwd. Hines	8 "	12 "
William Goslett.....	.....	4 "	Edwd. Cantor.....	10 "	14 "
William Boswell	3 " .....	.....	Hannah Cantor	10 "	14 "
Jno. M'Mullen .....	.....	7 "	John Cartwright	10 "	14 "
Hugh Reid	4 "	7 "	William Bingley	$10\frac{1}{2}$ "	$14\frac{1}{2}$ "
George Reid	4 "	8 "	Thos. Bingley.....	12 "	16 "
James Casey	5 "	9 "	Wm. Garnbell	10 "	14 "
William Blewit	4 "	8 "	Edwd. Garnbell	$9\frac{1}{2}$ "	$13\frac{1}{2}$ "
William Casey	4 "	8 "	Richard Rowley.....	8 $\frac{1}{2}$ "	$12\frac{1}{2}$ "
Nath. Lucas	8 "	12 "	Francis Dunn.....	8 "	12 "
Christian Gruber	6 "	6 "	William Marks	$7\frac{1}{2}$ "	$11\frac{1}{2}$ "
Jacob Lees	3 "	4 "	William Field	$7\frac{1}{2}$ "	$11\frac{1}{2}$ "
Mary Ann Jobbins	3 "	4 "	Thos. Dyball	7 "	11 "
Peter Jobbins.....	2 "	4 "	Mark Dyball	$7\frac{1}{2}$ "	$11\frac{1}{2}$ "
Thos. Coleman	2 "	4 "	Chas. Dyball	8 "	12 "
Daniel Flanagan.....	5 "	9 "	Ezechieh Wells	7 "	11 "
Joseph Casey	5 "	9 "	Joseph Paterage.....	6 "	10 "
John Casey	5 "	9 "	Mary Armstrong	10 "	14 "
Thomas Casey	5 "	9 "	Wm. Connerford	5 "	9 "
Thos. Walker	8 "	12 "	Wm. Brown	5 "	9 "
Patrick Kirwan	8 "	12 "	Jno. Petrick	5 "	9 "
Jas. Chalker	4 "	4 "	Thos. Marsh	$\frac{1}{4}$ "	4 "
John Pelham	4 "	4 "			

THE

THE SECRETARY GENERAL POST OFFICE, to MR. J. EDGAR.

General Post Office,
Sydney, 12 May, 1871.

SIR,

In reply to your letter, dated the 1st instant, forwarding a memorial from the inhabitants of Gundaroo and its neighbourhood, approving of the present situation of the post office at Gundaroo, I am directed to inform you that it is not in contemplation to make any change in the site of the office referred to.

I have, &c.,
S. H. LAMBTON,
Secretary.

LIST of Tenders for the Goulburn and Queanbeyan mail service, opened on the 3rd May, 1871.

Thos. Moran, Goulburn and Queanbeyan, <i>via</i> Lake or Marked-tree-line, thrice a week, coach ;	£300 per annum.
Wm. Roohan, " " " " " " " " " "	horse ; £300 "
Wm. Roohan, " " " " " " " " " "	coach ; £348 "
Wm. Roohan, " " <i>via</i> Marked-tree-line, " " " " " "	; £348 "
Wm. Roohan, " " " Lake, " " " " " "	; £348 "

Accept Roohan's tender for horse-carriage, with the understanding that if at any future time he is called upon by the Postmaster General to perform the service by coach, he shall do it at the price named in his second tender. Inform Moran he will be released from his contract, provided other arrangements are completed by the 1st of June.—J.D., 10/5/71. Telegram to Roohan; letter to Moran.—C.T.C., 10/5/71. No reply from Roohan.—W.J.D., 15/. Telegraph again.—S.H.L., 15/. W. Roohan.—C.T.C., 15/5/71. I am informed that Roohan, whose tender has been accepted for the Goulburn and Queanbeyan mail line, is prepared to take the contract on the conditions stated in telegram of the 10th instant. Pending his reply (he being absent from Queanbeyan) it may be desirable to determine at once which route shall be adopted. So long as the Lake Road is practicable, and the mails are carried in a satisfactory manner, it would not appear expedient to make any change.—S.H.L., 17/5/71. Approved.—J.D., 17/5/71. Contractor Roohan informed by telegram.—N.C. O'N., 17/5/71.

THE SECRETARY, GENERAL POST OFFICE, to MR. T. BOOTH.

General Post Office,
Sydney, 17 May, 1871.

SIR,

I am directed to acknowledge the receipt of your letter, dated the 2nd instant, forwarding a Petition from certain residents of the district of Gundaroo, in favor of the removal of the post office to the township, and of the adoption of the Marked-tree-line as the mail route.

In reply, I am to inform you that the representations of the Petitioners have been duly considered, but that it is not intended to remove the post office in question; and that from the 1st proximo contractor Roohan will convey the mails between Goulburn and Queanbeyan, who has been informed that, so long as the Lake Road is practicable, and the mails are carried in a satisfactory manner by that route, it is not deemed expedient to make any alteration.

I have, &c.
S. H. LAMBTON,
Secretary.

1870-71.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

POSTAGE ON NEWSPAPERS.
(PETITION—JAMES FLORENCE McCARTHY, NEWSPAPER-PROPRIETOR.)

Ordered by the Legislative Assembly to be Printed, 22 March, 1871.

To the Honorable the Legislative Assembly of New South Wales.

The Petition of the undersigned, Newspaper-proprietor,—

RESPECTFULLY SHOWETH:—

That while your Petitioner recognizes the fact that, from financial considerations, the abandonment of the postage on newspapers may at the present time be unadvisable, he submits that the pressure of the charge is unequal and unfair in its operation; and he believes that, by a graduated scale, varying, as in the case of letters and book packets, according to the weight of the article carried, the unfairness of the operation would be removed, and the revenue receipts might be maintained undiminished.

Your Petitioner ventures to remind your Honorable House that the retention of the postage on newspapers has been defended principally on the ground that it is but a charge for carriage. But weight could properly be attached to this argument only if the charge was based on the same principle that rules every other charge for carriage, and which is acted on in the case of everything passing through the Post Office, except newspapers, the principle, namely, of proportioning the charge to the weight of the article carried.

Your Petitioner, therefore, respectfully prays that your Honorable House will be pleased to take into consideration the propriety of adapting to the case of newspapers the same principle that applies to letters.

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

JAMES FLORENCE McCARTHY,
Proprietor, *Macleay Independent*.

1870-71.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

POSTAGE ON NEWSPAPERS.

(PETITION—MESSRS. BALMER & HOBSON, NEWSPAPER-PROPRIETORS.)

Ordered by the Legislative Assembly to be Printed, 29 March, 1871.

To the Honorable the Legislative Assembly of New South Wales.

The Petition of the undersigned, Newspaper-proprietors,—

RESPECTFULLY SHOWETH :—

That while your Petitioners recognize the fact that, from financial considerations, the abandonment of the postage on newspapers may at the present time be unadvisable, they submit that the pressure of the charge is unequal and unfair in its operation; and they believe that, by a graduated scale, varying, as in the case of letters and book packets, according to the weight of the article carried, the unfairness of the operation would be removed, and the revenue receipts might be maintained undiminished.

Your Petitioners venture to remind your Honorable House that the retention of the postage on newspapers has been defended principally on the ground that it is but a charge for carriage. But weight could properly be attached to this argument only if the charge was based on the same principle that rules every other charge for carriage, and which is acted on in the case of everything passing through the Post Office, except newspapers, the principle, namely, of proportioning the charge to the weight of the article carried.

Your Petitioners, therefore, respectfully pray that your Honorable House will be pleased to take into consideration the propriety of adapting to the case of newspapers the same principle that applies to letters.

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

ROBERT GORDON BALMER.
ROBERT HOBSON.

1870-71.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

POSTAGE ON NEWSPAPERS.

(PETITION--JOHN GALE, OF QUEANBEXAN, NEWSPAPER-PROPRIETOR.)

Ordered by the Legislative Assembly to be Printed, 2 March, 1871.

To the Honorable the Legislative Assembly of New South Wales.

The Petition of the undersigned, Newspaper-proprietor,—

RESPECTFULLY SHOWETH :—

That while your Petitioner recognizes the fact that, from financial considerations, the abandonment of the postage on newspapers may at the present time be inadvisable, he submits that the pressure of the charge is unequal and unfair in its operation ; and he believes that, by a graduated scale, varying, as in the case of letters and book packets, according to the weight of the article carried, the unfairness of the operation would be removed, and the revenue receipts might be maintained undiminished.

Your Petitioner ventures to remind your Honorable House that the retention of the postage on newspapers has been defended principally on the ground that it is but a charge for carriage. But weight could properly be attached to this argument only if the charge was based on the same principle that rules every other charge for carriage, and which is acted on in the case of everything passing through the Post Office except newspapers, the principle, namely, of proportioning the charge to the weight of the article carried.

Your Petitioner, therefore, respectfully prays that your Honorable House will be pleased to take into consideration the propriety of adapting to the case of newspapers the same principle that applies to letters.

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

JOHN GALE,
Proprietor, *Queanbeyan Age*,
Queanbeyan.

1870-71.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

POSTAGE ON NEWSPAPERS.

(PETITION—FREDERICK LAWRENCE.)

Ordered by the Legislative Assembly to be Printed, 7 March, 1871.

To the Honorable the Legislative Assembly of New South Wales.

The Petition of the undersigned Newspaper-proprietor,--

RESPECTFULLY SHOWETH :—

That while your Petitioner recognizes the fact that, from financial considerations, the abandonment of the postage on newspapers may at the present time be unadvisable, he submits that the pressure of the charge is unequal and unfair in its operation, and he believes that by a graduated scale, varying as in the case of letters and book-packets according to the weight of the article carried, the unfairness of the operation would be removed, and the revenue receipts might be maintained undiminished.

Your Petitioner ventures to remind your Honorable House that the retention of the postage on newspapers has been defended principally on the ground that it is but a charge for carriage; but weight could properly be attached to this argument only if the charge were based on the same principle that rules every other charge for carriage, and which is acted on in the case of everything passing through the Post Office, except newspapers, the principle, namely, of proportioning the charge to the weight of the article carried.

Your Petitioner, therefore, respectfully prays that your Honorable House will be pleased to take into consideration the propriety of adapting to the case of newspapers the same principle that applies to letters.

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

FREDERICK LAWRENCE,
Proprietor of the *Western Post and Mudgee Newspaper*.

1870-71.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

POSTAGE ON NEWSPAPERS.

(PETITION—GEORGE EDWIN SHETTLE.)

Ordered by the Legislative Assembly to be Printed, 7 March, 1871.

To the Honorable the Legislative Assembly of New South Wales.

The Petition of the undersigned Newspaper-proprietor,—

RESPECTFULLY SHOWETH :—

That while your Petitioner recognizes the fact that, from financial considerations, the abandonment of the postage on newspapers may at the present time be unadvisable, he submits that the pressure of the charge is unequal and unfair in its operation; and he believes that by a graduated scale, varying, as in the case of letters and book-packets, according to the weight of the article carried, the unfairness of the operation would be removed, and the revenue receipts might be maintained undiminished.

Your Petitioner ventures to remind your Honorable House, that the retention of the postage on newspapers has been defended principally on the ground that it is but a charge for carriage; but weight could properly be attached to this argument only if the charge were based on the same principle that rules every other charge for carriage, and which is acted on in the case of everything passing through the Post Office, except newspapers, the principle, namely, of proportioning the charge to the weight of the article carried.

Your Petitioner, therefore, respectfully prays that your Honorable House will be pleased to take into consideration the propriety of adapting to the case of newspapers the same principle that applies to letters.

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

GEORGE EDWIN SHETTLE,
Proprietor, *Mudgee Liberal*,
Mudgee, N. S. Wales.

1870-71.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

POSTAGE ON NEWSPAPERS.

(PETITION—MESSRS. HINES AND DORNEY, NEWSPAPER-PROPRIETORS.)

Ordered by the Legislative Assembly to be Printed, 8 March, 1871.

To the Honorable the Legislative Assembly of New South Wales.

The Petition of the undersigned Newspaper-proprietors,—

RESPECTFULLY SHOWETH:—

That while your Petitioners recognize the fact that, from financial considerations, the abandonment of the postage on newspapers may at the present time be unadvisable, we submit that the pressure of the charge is unequal and unfair in its operation; and we believe that, by a graduated scale, varying, as in the case of letters and book-packets, according to the weight of the article carried, the unfairness of the operation would be removed, and the revenue receipts might be maintained undiminished.

Your Petitioners venture to remind your Honorable House that the retention of the postage on newspapers has been defended principally on the ground that it is but a charge for carriage. But weight could properly be attached to this argument only if the charge was based on the same principle that rules every other charge for carriage, and which is acted on in the case of everything passing through the Post Office, except newspapers,—the principle, namely, of proportioning the charge to the weight of the article carried.

Your Petitioners, therefore, respectfully pray that your Honorable House will be pleased to take into consideration the propriety of adapting to the case of newspapers the same principle that applies to letters.

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

HINES & DORNEY,
Proprietors, *Musclebrook Monitor*.

1870-71.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

POSTAGE ON NEWSPAPERS.

(PETITION—J. B. ELWORTHY, OF GUNDAGAI, NEWSPAPER-PROPRIETOR.)

Ordered by the Legislative Assembly to be Printed, 8 March, 1871.

To the Honorable the Legislative Assembly of New South Wales.

The Petition of the undersigned Newspaper-proprietor,—

RESPECTFULLY SHOWETH:—

That while your Petitioner recognizes the fact that, from financial considerations, the abandonment of the postage on newspapers may at the present time be unadvisable, he submits that the pressure of the charge is unequal and unfair in its operation; and he believes that, by a graduated scale, varying, as in the case of letters and book-packets, according to the weight of the article carried, the unfairness of the operation would be removed, and the revenue receipts might be maintained undiminished.

Your Petitioner ventures to remind your Honorable House that the retention of the postage on newspapers has been defended principally on the ground that it is but a charge for carriage. But weight could properly be attached to this argument only if the charge was based on the same principle that rules every other charge for carriage, and which is acted on in the case of everything passing through the Post Office, except newspapers,—the principle, namely, of proportioning the charge to the weight of the article carried.

Your Petitioner, therefore, respectfully prays that your Honorable House will be pleased to take into consideration the propriety of adapting to the case of newspapers the same principle that applies to letters.

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

J. B. ELWORTHY,
Gundagai Times, Gundagai.

1870-71.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

POSTAGE ON NEWSPAPERS.

(PETITION—W. R. RILEY, NEWSPAPER-PROPRIETOR.)

Ordered by the Legislative Assembly to be Printed, 9 March, 1871.

To the Honorable the Legislative Assembly of New South Wales.

The Petition of the undersigned Newspaper-proprietor,—

RESPECTFULLY SHOWETH :—

That while your Petitioner recognizes the fact that, from financial considerations, the abandonment of the postage on newspapers may at the present time be inadvisable, he submits that the pressure of the charge is unequal and unfair in its operation ; and he believes that, by a graduated scale, varying, as in the case of letters and book-packets, according to the weight of the article carried, the unfairness of the operation would be removed, and the revenue receipts might be maintained undiminished.

Your Petitioner ventures to remind your Honorable House that the retention of the postage on newspapers has been defended principally on the ground that it is but a charge for carriage. But weight could properly be attached to this argument only if the charge was based on the same principle that rules every other charge for carriage, and which is acted on in the case of everything passing through the Post Office, except newspapers, the principle, namely, of proportioning the charge to the weight of the article carried.

Your Petitioner, therefore, respectfully prays that your Honorable House will be pleased to take into consideration the propriety of adapting to the case of newspapers the same principle that applies to letters.

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

W. R. RILEY.

1870-71.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

POSTAGE ON NEWSPAPERS.

(PETITION—J. A. GALLAGHER, NEWSPAPER-PROPRIETOR.)

Ordered by the Legislative Assembly to be Printed, 14 March, 1871.

To the Honorable the Legislative Assembly of New South Wales.

The Petition of the undersigned Newspaper-proprietor,—

RESPECTFULLY SHOWETH:—

That while your Petitioner recognizes the fact that, from financial considerations, the abandonment of the postage on newspapers may at the present time be inadvisable, he submits that the pressure of the charge is unequal and unfair in its operation; and he believes that, by a graduated scale, varying, as in the case of letters and book-packets, according to the weight of the article carried, the unfairness of the operation would be removed, and the revenue receipts might be maintained undiminished.

Your Petitioner ventures to remind your Honorable House that the retention of the postage on newspapers has been defended principally on the ground that it is but a charge for carriage. But weight could properly be attached to this argument only if the charge was based on the same principle that rules every other charge for carriage, and which is acted on in the case of everything passing through the Post Office, except newspapers, the principle, namely, of proportioning the charge to the weight of the article carried.

Your Petitioner, therefore, respectfully prays that your Honorable House will be pleased to take into consideration the propriety of adapting to the case of newspapers the same principle that applies to letters.

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

J. A. GALLAGHER,

Proprietor, *Tamworth Examiner.*

1870-71.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

POSTAGE ON NEWSPAPERS.

(PETITION--MESSRS. CRAIGIE & HIPGRAVE, NEWSPAPER-PROPRIETORS.)

Ordered by the Legislative Assembly to be Printed, 14 March, 1871.

To the Honorable the Legislative Assembly of New South Wales.

The Petition of the undersigned Newspaper-proprietors,—

RESPECTFULLY SHOWETH :—

That while your Petitioners recognize the fact that, from financial considerations, the abandonment of the postage on newspapers may at the present time be unadvisable, they submit that the pressure of the charge is unequal and unfair in its operation ; and they believe that, by a graduated scale, varying, as in the case of letters and book-packets, according to the weight of the article carried, the unfairness of the operation would be removed, and the revenue receipts might be maintained undiminished.

Your Petitioners venture to remind your Honorable House that the retention of the postage on newspapers has been defended principally on the ground that it is but a charge for carriage. But weight could properly be attached to this argument only if the charge was based on the same principle that rules every other charge for carriage, and which is acted on in the case of everything passing through the Post Office, except newspapers, the principle, namely, of proportioning the charge to the weight of the article carried.

Your Petitioners, therefore, respectfully pray that your Honorable House will be pleased to take into consideration the propriety of adapting to the case of newspapers the same principle that applies to letters.

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

WALTER CRAIGIE,
G. W. J. HIPGRAVE,
Proprietors, *Armidale Express*.

1870-71.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

POSTAGE ON NEWSPAPERS.

(PETITION—JOHN FERGUSON, NEWSPAPER-PROPRIETOR.)

Ordered by the Legislative Assembly to be Printed, 14 March, 1871.

To the Honorable the Legislative Assembly of New South Wales.

The Petition of the undersigned Newspaper-proprietor,—

RESPECTFULLY SHOWETH :—

That your Petitioner recognizes the fact that, from financial considerations, the abandonment of the postage on newspapers may at the present time be unadvisable ; he submits that the pressure of the charge is unequal and unfair in its operation ; and he believes that, by a graduated scale, varying, as in the case of letters and book-packets, according to the weight of the article carried, the unfairness of the operation would be removed, and the revenue receipts might be maintained undiminished.

Your Petitioner ventures to remind your Honorable House that the retention of the postage on newspapers has been defended principally on the ground that it is but a charge for carriage. But weight could properly be attached to this argument only if the charge was based on the same principle that rules every other charge for carriage, and which is acted on in the case of everything passing through the Post Office, except newspapers,—the principle, namely, of proportioning the charge to the weight of the article carried.

Your Petitioner, therefore, respectfully prays that your Honorable House will be pleased to take into consideration the propriety of adapting to the case of newspapers the same principle that applies to letters.

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

JOHN FERGUSON,
Proprietor, *Cumberland Times*.

1870-71.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

POSTAGE ON NEWSPAPERS.

(PETITION—CERTAIN NEWSPAPER-PROPRIETORS, OF SYDNEY.)

Ordered by the Legislative Assembly to be Printed, 14 March, 1871.

To the Honorable the Legislative Assembly of New South Wales.

The Petition of the undersigned Newspaper-proprietors,—

RESPECTFULLY SHOWETH :—

That while your Petitioners recognize the fact that, from financial considerations, the abandonment of the postage on newspapers may at the present time be inadvisable, they submit that the pressure of the charge is unequal and unfair in its operation ; and they believe that, by a graduated scale, varying, as in the case of letters and book-packets, according to the weight of the article carried, the unfairness of the operation would be removed, and the revenue receipts might be maintained undiminished.

Your Petitioners venture to remind your Honorable House that the retention of the postage on newspapers has been defended principally on the ground that it is but a charge for carriage. But weight could properly be attached to this argument only if the charge was based on the same principle that rules every other charge for carriage, and which is acted on in the case of everything passing through the Post Office, except newspapers,—the principle, namely, of proportioning the charge to the weight of the article carried.

Your Petitioners, therefore, respectfully pray that your Honorable House will be pleased to take into consideration the propriety of adapting to the case of newspapers the same principle that applies to letters.

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

[Here follow 6 Signatures.]

1870-71.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

POSTAGE ON NEWSPAPERS.

(PETITION—BENJAMIN J. BENNETT, NEWSPAPER-PROPRIETOR.)

Ordered by the Legislative Assembly to be Printed, 14 March, 1871.

To the Honorable the Legislative Assembly of New South Wales.

The Petition of the undersigned, Newspaper-proprietor,—

RESPECTFULLY SHOWETH:—

That while your Petitioner recognizes the fact that, from financial considerations, the abandonment of the postage on newspapers may at the present time be unadvisable, he submits that the pressure of the charge is unequal and unfair in its operation; and he believes that, by a graduated scale, varying, as in the case of letters and book-packets, according to the weight of the article carried, the unfairness of the operation would be removed, and the revenue receipts might be maintained undiminished.

Your Petitioner ventures to remind your Honorable House that the retention of the postage on newspapers has been defended principally on the ground that it is but a charge for carriage. But weight could properly be attached to this argument only if the charge was based on the same principle that rules every other charge for carriage, and which is acted on in the case of everything passing through the Post Office, except newspapers,—the principle, namely, of proportioning the charge to the weight of the article carried.

Your Petitioner, therefore, respectfully prays that your Honorable House will be pleased to take into consideration the propriety of adapting to the case of newspapers the same principle that applies to letters.

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

BENJAMIN J. BENNETT,
Proprietor, *Burrangong Argus.*

1870-71.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

POSTAGE ON NEWSPAPERS.

(PETITION—CHARLES ISAAC WATSON, NEWSPAPER-PROPRIETOR.)

Ordered by the Legislative Assembly to be Printed, 14 March, 1871.

To the Honorable the Legislative Assembly of New South Wales.

The Petition of the undersigned, Newspaper-proprietor,—

RESPECTFULLY SHOWETH:—

That while your Petitioner recognizes the fact that, from financial considerations, the abandonment of the postage on newspapers may at the present time be inadvisable, he submits that the pressure of the charge is unequal and unfair in its operation; and he believes that, by a graduated scale, varying, as in the case of letters and book-packets, according to the weight of the article carried, the unfairness of the operation would be removed, and the revenue receipts might be maintained undiminished.

Your Petitioner ventures to remind your Honorable House that the retention of the postage on newspapers has been defended principally on the ground that it is but a charge for carriage. But weight could properly be attached to this argument only if the charge was based on the same principle that rules every other charge for carriage, and which is acted on in the case of everything passing through the Post Office, except newspapers, the principle,—namely, of proportioning the charge to the weight of the article carried.

Your Petitioner, therefore, respectfully prays that your Honorable House will be pleased to take into consideration the propriety of adapting to the case of newspapers the same principle that applies to letters.

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

CHARLES ISAAC WATSON,
Proprietor, *Shoalhaven News*.

1870-71.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

POSTAGE ON NEWSPAPERS.

(PETITION—ROBERT BARR, NEWSPAPER-PROPRIETOR.)

Ordered by the Legislative Assembly to be Printed, 14 March, 1871.

To the Honorable the Legislative Assembly of New South Wales.

The Petition of the undersigned, Newspaper-proprietor,—

RESPECTFULLY SHOWETH:—

That while your Petitioner recognizes the fact that, from financial considerations, the abandonment of the postage on newspapers may at the present time be unadvisable, he submits that the pressure of the charge is unequal and unfair in its operation; and he believes that, by a graduated scale, varying, as in the case of letters and book-packets, according to the weight of the article carried, the unfairness of the operation would be removed, and the revenue receipts might be maintained undiminished.

Your Petitioner ventures to remind your Honorable House that the retention of the postage on newspapers has been defended principally on the ground that it is but a charge for carriage. But weight could properly be attached to this argument only if the charge was based on the same principle that rules every other charge for carriage, and which is acted on in the case of everything passing through the Post Office, except newspapers,—the principle, namely, of proportioning the charge to the weight of the article carried.

Your Petitioner, therefore, respectfully prays that your Honorable House will be pleased to take into consideration the propriety of adapting to the case of newspapers the same principle that applies to letters.

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

ROBERT BARR,
Kiama Pilot.

1870-71.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

POSTAGE ON NEWSPAPERS.

(PETITION—MESSRS. HENEY & SPRING, NEWSPAPER-PROPRIETORS.)

Ordered by the Legislative Assembly to be Printed, 14 March, 1871.

To the Honorable the Legislative Assembly of New South Wales.

The Petition of the undersigned, Newspaper-proprietors,—

RESPECTFULLY SHOWETH:—

That while your Petitioners recognize the fact that, from financial considerations, the abandonment of the postage on newspapers may at the present time be unadvisable, they submit that the pressure of the charge is unequal and unfair in its operation; and they believe that, by a graduated scale, varying, as in the case of letters and book-packets, according to the weight of the article carried, the unfairness of the operation would be removed, and the revenue receipts might be maintained undiminished.

Your Petitioners venture to remind your Honorable House that the retention of the postage on newspapers has been defended principally on the ground that it is but a charge for carriage. But weight could properly be attached to this argument only if the charge was based on the same principle that rules every other charge for carriage, and which is acted on in the case of everything passing through the Post Office, except newspapers,—the principle, namely, of proportioning the charge to the weight of the article carried.

Your Petitioners, therefore, respectfully pray that your Honorable House will be pleased to take into consideration the propriety of adapting to the case of newspapers the same principle that applies to letters.

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

HENEY & SPRING,
Proprietors, *Monaro Mercury*.

Cooma, Monaro, N. S. Wales.

1870-71.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

POSTAGE ON NEWSPAPERS.

(PETITION—HUGH M'DICKEN, NEWSPAPER-PROPRIETOR.)

Ordered by the Legislative Assembly to be Printed, 14 March, 1871.

To the Honorable the Legislative Assembly of New South Wales.

The Petition of the undersigned, Newspaper-proprietor,—

RESPECTFULLY SHOWETH:—

That while your Petitioner recognizes the fact that, from financial considerations, the abandonment of the postage on newspapers may at the present time be unadvisable, he submits that the pressure of the charge is unequal and unfair in its operation; and he believes that, by a graduated scale, varying, as in the case of letters and book-packets, according to the weight of the article carried, the unfairness of the operation would be removed, and the revenue receipts might be maintained undiminished.

Your Petitioner ventures to remind your Honorable House that the retention of the postage on newspapers has been defended principally on the ground that it is but a charge for carriage. But weight could properly be attached to this argument only if the charge was based on the same principle that rules every other charge for carriage, and which is acted on in the case of everything passing through the Post Office, except newspapers,—the principle, namely, of proportioning the charge to the weight of the article carried.

Your Petitioner, therefore, respectfully prays that your Honorable House will be pleased to take into consideration the propriety of adapting to the case of newspapers the same principle that applies to letters.

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

HUGH M'DICKEN.

1870-71.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

POSTAGE ON NEWSPAPERS.

(PETITION—J. CAMPION LODGE, NEWSPAPER-PROPRIETOR.)

Ordered by the Legislative Assembly to be Printed, 14 March, 1871.

To the Honorable the Legislative Assembly of New South Wales.

The Petition of the undersigned Newspaper-proprietor, at Moruya,—

RESPECTFULLY SHOWETH:—

That while your Petitioner recognizes the fact that, from financial considerations, the abandonment of the postage on newspapers may at the present time be unadvisable, he submits that the pressure of the charge is unequal and unfair in its operation, and he believes that by a graduated scale, varying as in the case of letters and book-packets according to the weight of the article carried, the unfairness of the operation would be removed, and the revenue receipts might be maintained undiminished.

Your Petitioner ventures to remind your Honorable House that the retention of the postage on newspapers has been defended principally on the ground that it is but a charge for carriage. But weight could properly be attached to this argument only if the charge was based on the same principle that rules every other charge for carriage, and which is acted on in the case of everything passing through the Post Office, except newspapers,—the principle, namely, of proportioning the charge to the weight of the article carried.

Your Petitioner, therefore, respectfully prays that your Honorable House will be pleased to take into consideration the propriety of adapting to the case of newspapers the same principle that applies to letters.

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

J. CAMPION LODGE.

1870-71.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

POSTAGE ON NEWSPAPERS.

(PETITION—THOMAS MANNING, NEWSPAPER-PROPRIETOR.)

Ordered by the Legislative Assembly to be Printed, 14 March, 1871.

To the Honorable the Legislative Assembly of New South Wales.

The Petition of the undersigned, Newspaper-proprietor,—

RESPECTFULLY SHOWETH :—

That while your Petitioner recognizes the fact that, from financial considerations, the abandonment of the postage on newspapers may at the present time be inadvisable, he submits that the pressure of the charge is unequal and unfair in its operation; and he believes that by a graduated scale, varying, as in the case of letters and book-packets, according to the weight of the article carried, the unfairness of the operation would be removed, and the revenue receipts might be maintained undiminished.

Your Petitioner ventures to remind your Honorable House, that the retention of the postage on newspapers has been defended principally on the ground that it is but a charge for carriage; but weight could properly be attached to this argument only if the charge was based on the same principle that rules every other charge for carriage, and which is acted on in the case of everything passing through the Post Office, except newspapers,—the principle, namely, of proportioning the charge to the weight of the article carried.

Your Petitioner, therefore, respectfully prays that your Honorable House will be pleased to take into consideration the propriety of adapting to the case of newspapers the same principle that applies to letters.

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

THOMAS MANNING.

1870-71.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

POSTAGE ON NEWSPAPERS.

(PETITION—CHARLES BOYCE, NEWSPAPER-PROPRIETOR.)

Ordered by the Legislative Assembly to be Printed, 15 March, 1871.

To the Honorable the Legislative Assembly of New South Wales.

The Petition of the undersigned, Newspaper-proprietor,—

RESPECTFULLY SHOWETH:—

That while your Petitioner recognizes the fact that, from financial considerations, the abandonment of the postage on newspapers may at the present time be unadvisable, he submits that the pressure of the charge is unequal and unfair in its operation; and he believes that, by a graduated scale, varying, as in the case of letters and book-packets, according to the weight of the article carried, the unfairness of the operation would be removed, and the revenue receipts might be maintained undiminished.

Your Petitioner ventures to remind your Honorable House that the retention of the postage on newspapers has been defended principally on the ground that it is but a charge for carriage. But weight could properly be attached to this argument only if the charge was based on the same principle that rules every other charge for carriage, and which is acted on in the case of everything passing through the Post Office, except newspapers,—the principle, namely, of proportioning the charge to the weight of the article carried.

Your Petitioner, therefore, respectfully prays that your Honorable House will be pleased to take into consideration the propriety of adapting to the case of newspapers the same principle that applies to letters.

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

CHARLES BOYCE,
Manning Times.

1870-71.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

POSTAGE ON NEWSPAPERS:

(PETITION—WILLIAM H. BRAINE, NEWSPAPER-PROPRIETOR.)

Ordered by the Legislative Assembly to be Printed, 15 March, 1871.

To the Honorable the Legislative Assembly of New South Wales.

The Petition of the undersigned, Newspaper-proprietor,—

RESPECTFULLY SHOWETH:—

That while your Petitioner recognizes the fact that, from financial considerations, the abandonment of the postage on newspapers may at the present time be inadvisable, he submit that the pressure of the charge is unequal and unfair in its operation; and he believes that, by a graduated scale, varying, as in the case of letters and book-packets, according to the weight of the article carried, the unfairness of the operation would be removed, and the revenue receipts might be maintained undiminished.

Your Petitioner ventures to remind your Honorable House that the retention of the postage on newspapers has been defended principally on the ground that it is but a charge for carriage. But weight could properly be attached to this argument only if the charge was based on the same principle that rules every other charge for carriage, and which is acted on in the case of everything passing through the Post Office, except newspapers,—the principle, namely, of proportioning the charge to the weight of the article carried.

Your Petitioner, therefore, respectfully prays that your Honorable House will be pleased to take into consideration the propriety of adapting to the case of newspapers the same principle that applies to letters.

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

WILLIAM H. BRAINE,
Proprietor, *Bega Gazette* Newspaper.

1870-71.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

POSTAGE ON NEWSPAPERS.

(PETITION--HENRY TUCK, NEWSPAPER-PROPRIETOR.)

Ordered by the Legislative Assembly to be Printed, 15 March, 1871.

To the Honorable the Legislative Assembly of New South Wales.

The Petition of the undersigned Newspaper-proprietor,—

RESPECTFULLY SHOWETH :—

That while your Petitioner recognizes the fact that, from financial considerations, the abandonment of the postage on newspapers may at the present time be inadvisable, he submits that the pressure of the charge is unequal and unfair in its operation ; and he believes that, by a graduated scale, varying, as in the case of letters and book-packets, according to the weight of the article carried, the unfairness of the operation would be removed, and the revenue receipts might be maintained undiminished.

Your Petitioner ventures to remind your Honorable House that the retention of the postage on newspapers has been defended principally on the ground that it is but a charge for carriage. But weight could properly be attached to this argument only if the charge was based on the same principle that rules every other charge for carriage, and which is acted on in the case of everything passing through the Post Office, except newspapers,—the principle, namely, of proportioning the charge to the weight of the article carried.

Your Petitioner, therefore, respectfully prays that your Honorable House will be pleased to take into consideration the propriety of adapting to the case of newspapers the same principle that applies to letters.

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

HENRY TUCK,
Proprietor, *New England Times*.
Glen Innes.

1870-71.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

POSTAGE ON NEWSPAPERS.

(PETITION—EDWARD C. MADGWICK, NEWSPAPER-PROPRIETOR.)

Ordered by the Legislative Assembly to be Printed, 15 March, 1871.

To the Honorable the Legislative Assembly of New South Wales.

The Petition of the undersigned, Newspaper-proprietor,—

RESPECTFULLY SHOWETH:—

That while your Petitioner recognizes the fact that, from financial considerations, the abandonment of the postage on newspapers may at the present time be unadvisable, he submits that the pressure of the charge is unequal and unfair in its operation; and he believes that, by a graduated scale, varying, as in the case of letters and book-packets, according to the weight of the article carried, the unfairness of the operation would be removed, and the revenue receipts might be maintained undiminished.

Your Petitioner ventures to remind your Honorable House that the retention of the postage on newspapers has been defended principally on the ground that it is but a charge for carriage. But weight could properly be attached to this argument only if the charge was based on the same principle that rules every other charge for carriage, and which is acted on in the case of everything passing through the Post Office, except newspapers,—the principle, namely, of proportioning the charge to the weight of the article carried.

Your Petitioner, therefore, respectfully prays that your Honorable House will be pleased to take into consideration the propriety of adapting to the case of newspapers the same principle that applies to letters.

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

EDWARD C. MADGWICK,
Proprietor, *Grafton Observer.*

1870-71.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

POSTAGE ON NEWSPAPERS.

(PETITION—MESSRS. CAMPBELL AND HART, NEWSPAPER-PROPRIETORS.)

Ordered by the Legislative Assembly to be Printed, 15 March, 1871.

To the Honorable the Legislative Assembly of New South Wales.

The Petition of the undersigned Newspaper-proprietors,—

RESPECTFULLY SHOWETH :—

That while your Petitioners recognize the fact that, from financial considerations, the abandonment of the postage on newspapers may at the present time be unadvisable, they submit that the pressure of the charge is unequal and unfair in its operation, and they believe that by a graduated scale, varying as in the case of letters and book-packets according to the weight of the article carried, the unfairness of the operation would be removed, and the revenue receipts might be maintained undiminished.

Your Petitioners venture to remind your Honorable House that the retention of the postage on newspapers has been defended principally on the ground that it is but a charge for carriage. But weight could properly be attached to this argument only if the charge was based on the same principle that rules every other charge for carriage, and which is acted on in the case of everything passing through the Post Office, except newspapers,—the principle, namely, of proportioning the charge to the weight of the article carried.

Your Petitioners, therefore, respectfully pray that your Honorable House will be pleased to take into consideration the propriety of adapting to the case of newspapers the same principle that applies to letters.

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

CAMPBELL & HART,
Illawarra Mercury Office,
 Wollongong.

1870-71.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

POSTAGE ON NEWSPAPERS.

(PETITION—R. W. SHARPE, NEWSPAPER-PROPRIETOR.)

Ordered by the Legislative Assembly to be Printed, 15 March, 1871.

To the Honorable the Legislative Assembly of New South Wales.

The Petition of the undersigned, Newspaper-proprietor,—

RESPECTFULLY SHOWETH :—

That while your Petitioner recognizes the fact that, from financial considerations, the abandonment of the postage on newspapers may at the present time be inadvisable, he submits that the pressure of the charge is unequal and unfair in its operation ; and he believes that by a graduated scale, varying, as in the case of letters and book-packets, according to the weight of the article carried, the unfairness of the operation would be removed, and the revenue receipts might be maintained undiminished.

Your Petitioner ventures to remind your Honorable House, that the retention of the postage on newspapers has been defended principally on the ground that it is but a charge for carriage ; but weight could properly be attached to this argument only if the charge was based on the same principle that rules every other charge for carriage, and which is acted on in the case of everything passing through the Post Office, except newspapers,—the principle, namely, of proportioning the charge to the weight of the article carried.

Your Petitioner, therefore, respectfully prays that your Honorable House will be pleased to take into consideration the propriety of adapting to the case of newspapers the same principle that applies to letters.

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

R. W. SHARPE,
Proprietor, *Southern Standard*.

1870-71.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

POSTAGE ON NEWSPAPERS.

(PETITION—THOMAS TALBOT WILTON, NEWSPAPER-PROPRIETOR.)

Ordered by the Legislative Assembly to be Printed, 16 March, 1871.

To the Honorable the Legislative Assembly of New South Wales.

The Petition of the undersigned, Newspaper-proprietor,—

RESPECTFULLY SHOWETH:—

That while your Petitioner recognizes the fact that, from financial considerations, the abandonment of the postage on newspapers may at the present time be unadvisable, he submits that the pressure of the charge is unequal and unfair in its operation; and he believes that, by a graduated scale, varying, as in the case of letters and book-packets, according to the weight of the article carried, the unfairness of the operation would be removed, and the revenue receipts might be maintained undiminished.

Your Petitioner ventures to remind your Honorable House that the retention of the postage on newspapers has been defended principally on the ground that it is but a charge for carriage. But weight could properly be attached to this argument only if the charge was based on the same principle that rules every other charge for carriage, and which is acted on in the case of everything passing through the Post Office, except newspapers,—the principle, namely, of proportioning the charge to the weight of the article carried.

Your Petitioner, therefore, respectfully prays that your Honorable House will be pleased to take into consideration the propriety of adapting to the case of newspapers the same principle that applies to letters.

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

THOMAS TALBOT WILTON.

1870-71.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

POSTAGE ON NEWSPAPERS.

(PETITION—JOSEPH WESTON, NEWSPAPER-PROPRIETOR.)

Ordered by the Legislative Assembly to be Printed, 22 March, 1871.

To the Honorable the Legislative Assembly of New South Wales.

The Petition of the undersigned, Newspaper-proprietor,—

RESPECTFULLY SHOWETH:—

That while your Petitioner recognizes the fact that, from financial considerations, the abandonment of the postage on newspapers may at the present time be inadvisable, he submits that the pressure of the charge is unequal and unfair in its operation; and he believes that, by a graduated scale, varying, as in the case of letters and book-packets, according to the weight of the article carried, the unfairness of the operation would be removed, and the revenue receipts might be maintained undiminished.

Your Petitioner ventures to remind your Honorable House that the retention of the postage on newspapers has been defended principally on the ground that it is but a charge for carriage. But weight could properly be attached to this argument only if the charge was based on the same principle that rules every other charge for carriage, and which is acted on in the case of everything passing through the Post Office, except newspapers,—the principle, namely, of proportioning the charge to the weight of the article carried.

Your Petitioner, therefore, respectfully prays that your Honorable House will be pleased to take into consideration the propriety of adapting to the case of newspapers the same principle that applies to letters.

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

JOSEPH WESTON.

1870-71.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

POSTAGE ON NEWSPAPERS.

(PETITION—JOHN M'GIBBON & GEORGE LUCAS, NEWSPAPER-PROPRIETORS.)

Ordered by the Legislative Assembly to be Printed, 19 April, 1871.

To the Honorable the Legislative Assembly of New South Wales.

The Petition of the undersigned Newspaper-proprietors,—

RESPECTFULLY SHOWETH :—

That while your Petitioners recognize the fact that, from financial considerations, the abandonment of the postage on newspapers may at the present time be inadvisable, they submit that the pressure of the charge is unequal and unfair in its operation; and they believe that by a graduated scale, varying, as in the case of letters and book-packets, according to the weight of the article carried, the unfairness of the operation would be removed, and the revenue receipts might be maintained undiminished.

Your Petitioners venture to remind your Honorable House that the retention of the postage on newspapers has been defended principally on the ground that it is but a charge for carriage. But weight could properly be attached to this argument only if the charge was based on the same principle that rules every other charge for carriage, and which is acted on in the case of everything passing through the Post Office, except newspapers,—the principle, namely, of proportioning the charge to the weight of the article carried.

Your Petitioners, therefore, respectfully pray that your Honorable House will be pleased to take into consideration the propriety of adapting to the case of newspapers the same principle that applies to letters.

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

GEORGE LUCAS,
Abstainer.
JOHN M'GIBBON,
Protestant Standard.

1870-71.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

POSTAGE ON NEWSPAPERS.

(PETITION—MR. T. F. DE COURCY BROWNE, NEWSPAPER-PROPRIETOR.)

Ordered by the Legislative Assembly to be Printed, 25 April, 1871.

To the Honorable the Legislative Assembly of New South Wales.

The Petition of the undersigned, Newspaper-proprietor,—

RESPECTFULLY SHOWETH:—

That while your Petitioner recognizes the fact that, from financial considerations, the abandonment of the postage on newspapers may at the present time be inadvisable, he submits that the pressure of the charge is unequal and unfair in its operation; and he believes that, by a graduated scale, varying, as in the case of letters and book-packets, according to the weight of the article carried, the unfairness of the operation would be removed, and the revenue receipts might be maintained undiminished.

Your Petitioner ventures to remind your Honorable House that the retention of the postage on newspapers has been defended principally on the ground that it is but a charge for carriage. But weight could properly be attached to this argument only if the charge was based upon the same principle that rules every other charge for carriage, and which is acted on in the case of everything passing through the Post Office except newspapers,—the principle, namely, of proportioning the charge to the weight of the article carried.

Your Petitioner, therefore, respectfully prays that your Honorable House will be pleased to take into consideration the propriety of adapting to the case of newspapers the same principle that applies to letters.

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

T. F. DE COURCY BROWNE,
Gulgong Guardian.

1870-71.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

TELEGRAPHIC COMMUNICATION WITH THE
MANNING RIVER DISTRICT.

(PETITION—CERTAIN ELECTORS, MANNING RIVER DISTRICT.)

Ordered by the Legislative Assembly to be Printed, 22 March, 1871.

To the Honorable the Legislative Assembly of the Colony of New South Wales, in Parliament assembled.

The humble Petition of the undersigned Electors of the Manning River District,—

HUMBLY SHOWETH :—

That the district is without telegraphic communication, notwithstanding that a sum of £2,000 was voted for that purpose upwards of twelve months since.

That your Petitioners, in the month of November, 1870, offered to the Government a guarantee, in accordance with the usual bond, for the formation of a line of Telegraph from Port Macquarie to Tarce,—a distance of less than 60 miles.

That in reply thereto, the Superintendent of the Electric Telegraph Department declined to entertain the above proposal, and affirms that the line can only be had *viâ* Maitland—a distance exceeding 110 miles—on your Petitioners paying interest for the cost of the whole length of the line, even should intermediate stations be formed at Paterson, Dungog, and Stroud.

That your Petitioners humbly pray that your Honorable House will be pleased to take into consideration the hardships under which your Petitioners suffer in being denied a line of Telegraph from Port Macquarie, a distance of less than (60) sixty miles, by a route practicable for drays, over the entire distance of which horsemen frequently travel in one day,—a route free from any impediment of large streams; whereas the construction of a line *viâ* Maitland would involve the crossing two wide navigable rivers and three other considerable streams, through an extremely rugged and precipitous country, portions of which are impassable for horsemen, and twice the distance of the line from Port Macquarie.

Your Petitioners therefore humbly pray that your Honorable House may be pleased to take the above matter into consideration, and afford them such relief in the premises as your Honorable House may deem fit.

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

[*Here follow 210 Signatures.*]

1870-71.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

ROADS.

(REPORT FROM COMMISSIONER, ON WORKS EXECUTED DURING THE YEAR 1870.)

Ordered by the Legislative Assembly to be Printed, 16 February, 1871.

THE COMMISSIONER FOR ROADS TO THE SECRETARY FOR PUBLIC WORKS.

Road Office, 9 February, 1871.

SIR,

In accordance with instructions conveyed in the letter of the Under Secretary for Public Works, dated 28th January, to forward report on the works executed by the department during the year, and the subsequent intimation that such report was required before the resumption of the debate on internal communication on 10th February, I have the honor to inform you that it will be impossible for me to furnish such report in any detail at such short notice, and without previous communication with the officers of the department in the field.

I now furnish a concise approximate statement of the works done on the Main and Mudgee Roads to 1st January last, with such memoranda as to the mode of carrying out the works in detail, and the reasons for same, as seem called for, and as the pressing nature of my current duties will admit of.

My last general report was dated March, 1865. There were then in charge of the department 900 miles of main (including the Mudgee) road, 2,720 miles of minor road, 34 toll-bars, 9 punts, and 1 boat ferry. At present there are in the immediate charge of the department nearly 8,000 miles of road, as follows:—550 miles of main road beyond the railway termini, 310 miles of do. inside do. do., 180 miles of actual though not legal main road, 109 miles of first-class minor road, 2,659 miles of 2nd, 3rd, 4th, and 5th class minor roads, 30 toll-bars, and 30 punts or ferries; and since June last the distribution of the votes for roads under trustees (4,000 miles) has been placed in charge of the department, and it is intended that a certain guiding control and surveillance shall in future be exercised over the expenditure of trustees by the local officers.

The total expenditure of the department, exclusive of grants to trustees, in 1870 amounted to £157,813; the receipts of tolls to £18,000. The cost of superintendence, including all travelling expenses, and the salary of every one but the actual mechanics and labourers, and deducting the salaries of officers employed on other duties, as the Water and Hunter Flood Commissions, roads under trustees, and the percentage cost of collecting tolls (4 per cent.), amounting in all to £10,731, or 6½ per cent. on the expenditure.

The maximum number of officials of all grades in office and field, during the year 1870, was 25, exclusive of toll-collectors; the maximum number of men employed directly under the department being 2,000; the minimum number being 800. The system of appropriation of votes and of carrying out works, introduced by Capt. (now Lieut.-Colonel) Martindale, is still continued with few alterations.

The gravest and most general charge made against the department is that of putting down expensive metal on soft formation. This is wholly without adequate foundation. In the printed specifications, under the head "formation," is as follows:—"The formation is to be in the solid, or made up with approved hard material, as the nature of the ground may require, and be consolidated by the traffic before the metal is spread."

It has been frequently urged that the roads should be ballasted with inferior stone, or pitched, and that it is only wasting good metal to put it on earthen formation. In my report of 1865 I state that "there can be no question that pitching, properly done and well metalled, is the best possible road," but in all cases where it has been done here, with the exception of one, it has signally failed. The Telford pitching was composed of large stones laid on a bed of concrete with 12 inches of metal over. Such a road here would cost more than a railway, and, except in very few places, would be impossible on account of the difficulty of obtaining material. One good piece of pitching was done near the University, on the Western Road, and though the traffic, which is large, is by no means so heavy as on the other roads, the blue-metal is ground down very quickly. Pitching being out of the question, the only other alternative to the present system is ballasting with large or inferior stone. In either case it is almost impossible to get the substrata of ballast so consolidated that the dray wheels will not cut into it when first taking to the metal, when the large or inferior stone becomes mixed with the fine top metal, and the whole becomes only equal to a road made of the inferior material.

The system of the department is practically to ballast with a large quantity of the very best stone to be obtained, broken to a 3-inch gauge, and then to maintain same until consolidated with 2½-inch metal of the same material, by which the whole is made homogeneous, and will wear and be elastic to the last. It is difficult to make the traffic, on which we rely for consolidation, take to this road until the winter, when the wheels go into the substrata, softened by the rain percolating through the unconsolidated metal; and if maintenance metal is not provided at once to fill the ruts so made, traction becomes difficult. A general outcry is then raised that the metal has been wasted, and the roads are impassable, forgetting that this is absolutely part of the process of consolidation, rendered necessary by the small means at the command of the department, and that the road, after a very short time, will become consolidated, and remain so until worn out. In very few instances have the consolidated metal roads broken up, and then only from causes which I will describe, and under the most trying circumstances.

It has been suggested to put on much larger quantities of material in the first instance. This has not been adopted, as the seasons are so uncertain that in a wet year a large quantity of material *might* be successful and get consolidated, but in a reasonably dry series of years the draught would be so heavy that the traffic would never

take to it. The system is a tentative one, depending on the nature of the ground, the season, and the traffic, and the possibility of confining it; and therefore the quantity of metal likely to make a good road in a favourable season is contracted for in the first instance, and whatever additional material may be wanted from time to time is put on as maintenance metal, when the funds at the disposal of the department admit of its being provided in time.

Steam road-rollers and stone-crackers have also been suggested. The latter have been employed by contractors when a large quantity of metal was required in one place, as at Maitland, and when there was a railway to distribute it, as at Prospect, but with no very great success in either case, as the metal is not broken into cubes, but into laminae and long spiculae. To work a stone-breaking machine to advantage it should be set to a large gauge, and the metal be hand-broken afterwards. Though four large horse-rollers have been provided, except in very special cases it has not been found advantageous to work them. A steam road-roller is entirely out of the question with the funds at our disposal; on the rougher parts of the roads they would have to be hauled by bullocks; and there are many long lengths of road where, except in very wet weather, it would be impossible to provide water for the engine; water would also be required in the dry seasons to assist in consolidating the metal, so that it should be carted, or the roller worked in wet weather only. All these disadvantages, together with the difficulty and expense of making repairs to the machinery, have deterred me from recommending the use of the steam road-roller, which, under more favourable circumstances, could be used with great advantage.

Almost the only locality where the old consolidated metal broke up to any extent was on the Bathurst Road, between Rydal and Bathurst; this has been a fair metal road for some years, but was lately rather stunted in maintenance material, in anticipation of the proximate opening of railway to Bathurst. The opening of the rail to Rydal brought the traffic beyond the bad gradients and heavy roads of the Blue Mountains and Junction Hill; and the drays and waggons, as they invariably do, increased their loading proportionally—8 to 11 tons being no uncommon load on a waggon, reducing at the same time the tyres to semicircles of $2\frac{1}{2}$ inches diameter, which would cut into any road like knives, in fact, grinding the hardest blue-metal to powder. Combined with these causes, the want of maintenance material, owing to the Estimates not having been voted until May, when it was utterly impossible to cart it through the bush from the quarries to the road, made the destruction of the weaker parts of the road inevitable; and near the Rydal Station, at Redbank, and at Glanmire, the metalled road became very bad indeed in June, July, and August; but the partially dry weather in October permitted the contractors to draw the stone on to the road, which is now reported to me as generally in good order, especially from the Fryingpan to Rydal; the portion at Glanmire is an exception, as it lies very flat and low, and is remote from good material.

In the north great complaints were made of the metalled roads beyond the Willow-tree; this was also entirely owing to the want of a timely supply of maintenance material. Though the department exceeded its powers in calling for tenders for full supply of maintenance metal in January, tenders were not accepted until end of February, and the contractors for this supply, who ought to have been at work in January, could not commence until the beginning of March, after which time it was for six months almost impossible to cart material through the bush. The lengths referred to beyond the Willow-tree had been recently made and partially consolidated, and the natural roads through this boggy country having become impassable, the whole of the traffic which usually came by Breeza was concentrated with the ordinary traffic on this line, and cut up the newly made roads, which are now under the influence of a good supply of maintenance material fast consolidating. With those exceptions no serious injury has been done to any macadamized road. The complaints have been against the portions of road which have not yet been metalled, or were being metalled, and for which the department can hardly be held responsible; and however comparatively short these lengths, a few bad pieces serve to characterize the whole road. On the Mudgee Road, for instance, where there are $32\frac{1}{2}$ miles of good metalled road, done in every instance over the very worst places. I have seen it stated in print that the whole road was an impassable bog, though at the same time the local officer has reported that no portion of the metalled road forming more than a third of the whole length in question was allowed to get out of order. The longer time taken to pass over the bad portions deceives the traveller as to their length. The very general restriction of traffic to the defined width of road, by the extended fencing of runs and free selections, has caused a great deterioration of the roads, where formerly the teams could take their own tracks through the bush, to avoid the ruts made by their predecessors—ruts which would be filled up by the next rain; they are now confined to a chain or two in width, the surface of which becomes so cut up as to render metalling and culverts indispensable; at other places long lengths of naturally good road, which had been left untouched as not requiring metal, have become worn out and cut up so badly as to need metalling throughout. I would instance the length Bathurst to Evans' Plains Creek, so much complained of last season, but now nearly all metalled. It will therefore be seen that the injuries to the metalled road arise from causes beyond the control of the department,—causes which I pointed out in my previous report, in 1865, and then recommended that legislation be applied to their removal, as far as possible. Nothing having been done in reference to the prevention of excessive weights, the Government were absolutely compelled to avail themselves of the powers given by the 12th clause of the Main Roads Act, and to put cumulative tolls on weights carried, and to establish weighbridges on all the main roads. This will to some extent prevent the injury; but as the law only allows of those rates being charged on the three Main Roads, the measure is rendered to some extent inoperative by the carriers diverging from the roads to avoid the toll-bars, or taking a different route, as in the west they now use the Mudgee Road as much as possible. A draft Bill, suggested by me with a view to admit of the levying of equal tolls on all the roads, has been in print since 1866, but owing to pressure of other business has not been brought before Parliament. This Bill proposes to give the Governor and Executive Council power to bring any road under the operation of the Main Roads Act, so as to allow them to put clause 12 in force, and levy higher tolls than they otherwise could, on account of the Act altering Broad Gauge Act. A better and less expensive arrangement would be to prohibit, under severe penalties, the carrying of certain weights on certain widths of tyre, as in South Australia. The whole of the legislation relating to the making of roads and the collection of tolls is now obsolete and defective. The powers given to enter on lands and to take materials are almost inoperative, and very great trouble, delay, and expense has been incurred by the opposition of proprietors to our operations, though in many instances those gentlemen are the loudest in their complaints of the bad roads. Pending the introduction of a more comprehensive local Government Act, no steps have been taken to amend the Acts relating to road-making. The Bill now before the House chiefly relates to the operations of the Lands Department, and has no provision as to the levying of tolls or restricting weights. The provision for permitting the proclamation of roads by officers other than the Surveyor General will prove very useful, and save considerable delay in the adoption of such ameliorations of the direction of roads as may be necessary.

The other difficulty—the want of timely supply of metal—it is out of the power of the department in any way to obviate. When the Estimates are not voted before the commencement of the year, it has been usual to obtain a vote of one or two months' supply, which is almost useless—the money should be available in December. This year we have the same difficulty to contend with, with an additional one caused by the Audit Act. The money will probably not be available until late in the season; and, on the other hand, the Audit Act makes it imperative that it should be expended or written off before the following March, so that we are obliged to spend the money in the very worst time of the year for getting any value from it. I have had to submit a suggestion that the Road Estimates be dealt with before any others this year, as we are in the greatest want of supplies of metal. It may be asked why not reserve a supply of maintenance metal from one year to another. The utterly inadequate amount of the sums at the disposal of the department necessitates the immediate expenditure of every penny available, so that it is quite impossible to do this. The uncertainty of the supply of funds has prevented contracts for the maintenance of lengths of metalled road for a term of years being entered into, so that the supply of metal is contracted for, and the maintenance men—1 to 3 to 6 miles—are still continued.

There

There is another evil connected with the carrying of through traffic on common roads which should be obviated by legislation as soon as possible, and which has been the cause of diverting much of the traffic from the Colony, namely, want of control over the carriers. It has frequently been represented to me that, for instance, at Wagga Wagga, the merchants much preferred getting their goods from Melbourne, as they could depend so much on the speed and regularity of the Victorian carriers, who are all regularly licensed and under proper control. On the contrary, in New South Wales, after getting their loading at the railway, they often go home for a week or more to attend to other business, and when delivering the goods attribute the delay to the bad state of the roads.

Having dwelt at some length on the road construction, the bridges and culverts should now be referred to. It has been suggested that, in lieu of bridges and culverts, causeways should be constructed. Like many other panaceas, they are very well in suitable localities; but when the river is rapid and crosses an important road, or when it is narrow and deep, or the bottom very boggy, causeways are inapplicable; they have been used in many instances, and I would point out three on the Southern Road, two near Goulburn, and one near Gunning. The unprecedented floods of last year have done considerable damage to the bridges and culverts throughout the Colony. The most serious loss has been that of the iron lattice girders for the Yass Bridge, on which I made a separate report at the time. The flood of April 26th, above the bridge was $8\frac{1}{2}$ feet higher than any previous known flood, and much more rapid. The flood also carried away the bridge at Marsden's Crossing-place over the Wollondilly, having raised 4 feet on the girders. This bridge was built to replace a lower structure constructed below flood-level in 1857-8, with hand-rails arranged to let down. This precaution was neglected, and the bridge was injured and approaches swept away. It is right to state that, before anything was done towards the construction of this low-level bridge, I pointed out that it was a risk, and requested that I might not be held responsible for its success. For the success of the late high-level bridge I was responsible, but it is utterly impossible to anticipate such floods as then occurred. While on this subject, I would point out that at Gundagai the bridge and approaches were built to clear the highest level given of the flood of 1853—a foot higher than the disastrous flood of 1852,—and that the flood of April last was within 1 foot 6 inches of that height at Gundagai, though the Tumut River, which unwaters about one-fourth of the catchment above Gundagai, was not quite half-flood. Had the floods in both rivers come down together it is impossible to say what the result would have been. Great blame has been attached to the department for not taking care to ascertain the maximum flood-level, and when an accident occurred the flood-heights pointed out by the blacks are referred to. I can only state that if such vague information was acted on, the construction of bridges in the Colony would be at an end, as at Gundagai the blacks pointed out to me a flood-level 50 feet over that of 1853, which, if attained, would have submerged the whole of that portion of the Colony.

With reference to the other bridges in the vicinity of Goulburn, where the department has been particularly unfortunate, I would point out that the Baw Baw Bridge was designed and tenders invited during my absence from the department in 1862, and that the Bungonia Bridge was designed and built during my absence from the Colony in 1861,—that the bridge over the Mulwarree Ponds was designed and constructed before I even saw the locality, which I first visited when the bridge was completed, in 1857, so that I am only directly responsible for the failure of one of these structures—the high-level bridge at Marsden's Crossing, which was destroyed by the overwhelming and unprecedented flood of April 26th, which also carried away the scaffolding of the bridge being constructed at Reedy Creek. This flood was most violent in the vicinity of Goulburn, and in the rivers flowing to the west from the table-land Goulburn to Cooma, and was followed by others of more or less local violence; that of May which carried away the iron lattice foot-bridge at Bombala, and damaged the approaches to some of the bridges in the Albury district, succeeded at intervals up to last week by a succession of floods all over the Colony; the latest having been most violent in the north, that in December being fortunately in time to point out the necessity for raising the Nimboi Bridge 6 feet; the last, in addition to some damage to the road, removing the platform of a 40 ft. span bridge off the piers, and depositing it intact some chains down stream. Much of the damage done was caused by the accumulation of timber against the bridges; and in many instances when the destruction of a bridge was reported, the approaches only were injured so as to make the bridge inaccessible for a few days. Much of this partial damage was caused by the scouring out and widening of the river courses where the water-way was contracted, and the repairs, consisting of extensions, can hardly be classed as repairs, but as additions, which will provide ample water-way for the discharge of future floods without injury to the structures. At Murrurundi the foot-bridge was uninjured, but the river made a new channel, and the bridge is now on dry land, and its length will have to be duplicated, and the river bank protected, to prevent further scour and the washing away of the Telegraph Office. In many instances, when increased water-way was necessary, additional bays have been added to the bridges, and with the exception of the Jugiong Bridge—built under the Colonial Architect's Department before the establishment of the Roads Department—the Yass new iron girders, the Bombala and Murrurundi foot bridges, and the river bank at Murrurundi, most of the flood damages have been repaired from the ordinary funds at the disposal of the department, and without asking for any additional flood vote. Amid all this loss, this is a consolatory fact, as in Victoria, notwithstanding their wide-spread system of local government and smaller territory, the Parliament have voted £100,000 to supplement the outlay of the local bodies in repairing the flood damages of this season.

It is right to observe that much publicity is given to all complaints, with or without foundation, as to the state of the roads or injury to bridges, but very little is said or written where—as in the majority of cases—those works answer the purposes for which they were intended. Out of the (I may now say) hundreds of bridges built by the department, I would mention the iron bridges at Gundagai and Bathurst, the iron foot-bridges at Peel and Fish Rivers, the timber bridge at Cowra (the largest timber bridge in the Australian Colonies, of three spans of 130 ft.—the approach on the western side was damaged by the accumulation of drift timber, but has since been reconstructed in three spans of 70 ft. each),—the large timber bridges at Albury, Forbes, Dubbo, Narrabri, Bendemeer, Tamworth, Murrurundi, Blick's River, Waleha, O'Brien's, Nundle, Tenterfield, Saltwater River, Christmas Creek, Glenroy, Picton, Camden.

Since the date of my last report, independent of minor bridges and culverts, about 160 new bridges have been constructed. I will submit a full tabular statement to the Minister, of the works done by the Department, when time permits, and I regret the short time now at my disposal precludes any statement of this sort accompanying this paper.

Of the iron bridges constructed by the department, the three lattice foot-bridges were all manufactured in the Colony. The cylinder piers of the Gundagai Bridge were cast in the Colony, chiefly from Australian iron from the Fitzroy mines. The Bathurst Bridge of three spans of 110 ft. on iron cylinder piers, and the Yass Bridge, one span of 180 ft., were both made throughout in the Colony. The iron-work of the Nimboi Bridge, of three spans of 150 ft. wrought iron piers, is being proceeded with at Newcastle; and the Urara Bridge, of two spans of 125 ft. each, at the Waterview Dock Works. A large part of the castings and machinery for the Hay Bridge, of two swing spans of 59 ft. each and two side spans of 60 ft. each, all lattice girders, was made at Messrs. P. N. Russell & Co.'s; the iron for the remainder is being imported *via* Melbourne, and will be put together at Hay.

I may now be permitted to point out the reasons for my conviction that the present road system (under local administration) should be adhered to, when there are not funds to construct good permanent railways of the gauge already established.

In the first place, common roads must be provided and maintained for the local and general traffic, unless the proposed tram or rail way can be made at once to permeate the whole system of local conveyance from the field to the barn and thence to the market, and that all private conveyances are given up, and the whole system of the transport of the Colony falls into the hands of the Government or Government contractors. The common roads being therefore indispensable, is it not better at a moderate cost to make them serve for the general traffic until a railway is required, after which the road will be available for local wants and for a feeder to such railway, than to
make

make alongside, or on the road, a tramway, on which I very much question if the carriage can be done cheaper? This tramway would, when a better means of communication was required, be worn out and useless, and it is not improbable that the spirit of false economy would lead to its gradual replacement on the imperfect line of the present roads by heavy permanent way, so that the ultimate railway, instead of being on the line selected for that purpose at once, to be made use of when its time arrives, would be on the circuitous and in many instances badly selected route of the present roads.

Further: the proposed tramway would be useless on any part until the whole was completed, so that the £1,500 per mile should at once be expended. This would entail a permanent annual expense per mile for interest of 50 per cent. higher than the highest annual amount at present granted for construction and maintenance of roads. The maintenance, exclusive of replacement of depreciated rails and sleepers, would amount to the sum at present granted for making and constructing roads. The depreciation of such light rails would be very rapid; the sapling sleepers should be renewed every two or three years, and I doubt very much whether any contractors would be found to do the haulage and supply rolling-stock at a less rate than is now paid for the carriage of goods, say from Goulburn to Queanbeyan, 6d. to 7½d. per ton per mile—Bathurst to Orange 6d. to 7d. per ton per mile—Goulburn to Yass, 4½d. to 8d. per ton per mile; so that the State would lose the interest, and the cost of maintenance, and depreciation, without gaining any adequate advantage. Perhaps the greatest of all objections to the substitution of tramways for common roads is, that the whole haulage of the country would necessarily fall into the hands of the Government or of Government contractors, which is not at all to be desired; and I am of opinion that it would be found that tramways of any gauge would require as many officials as locomotive railways of the standard gauge, economically managed; so that any trifling saving in first cost, not being supplemented by a saving in working expenses, would be more than absorbed by the heavy additional maintenance inseparable from all lightly constructed works.

By the present system, the long lengths of naturally good road existing in the Colony are utilized in the bad seasons by the bridging (so to say) of the bad lengths; and in fine weather—which I think may be considered to last two-thirds of average seasons—the whole length of road is available, and I doubt very much if more would be attained by the proposed tramways, which would be just as liable to impediments from flood as the present roads, if not more so; and I am sure that unless the conveyance of freight on the ordinary roads was absolutely prohibited, that the present mode of carriage would compete successfully with the tramway both for goods and passengers during fine weather, so that the rates would have to be regulated to prevent this.

In addition: if an intermediate system of transport is introduced and constructed generally as proposed, long lengths of metalled road will be superseded as far as the through traffic is concerned, except when used to compete with the tramway.

I have shown in the return herewith the amount necessary to complete the metalling required between the proposed termini of the railways now being constructed, and Armidale, Mudgee, Wellington, and Tarcutta, amounting in all to £186,000. To connect the same points by the proposed tramway, it is *estimated* by the advocates of that scheme, would cost £675,000, and this for an avowedly temporary measure, and only an estimate, not based on surveys or data gained in the execution of similar works.

I am far from wishing it to be understood that the macadamized roads made by the department are perfect, but I do think they are as good as can be made for the money, and under the many adverse circumstances with which the department has to contend, and that it is the best application of the amount at the disposal of the department, and that with the restrictions proposed by me as to regulation of traffic, as to weight carried, width of tyre, and with timely supply of maintenance metal, they would carry the traffic until funds could be obtained for the construction of railways. Neither do I assert that Macadam roads can be made throughout the whole Colony; on the contrary, I point out in my report of 1865, that in the flat country in the interior a railway would be as cheap, on account of the absence of material for a Macadam road; and I have never failed to urge the paramount importance of the extension of the Southern Railway, in order that the required system of railways in the flat country should be connected with Sydney, and the traffic prevented going *via* Melbourne.

Five years ago, before the Deniliquin Railway Committee, I pointed out the great importance of the extension of the Southern Line; and I then, and have since stated, that a line at an average cost of £6,000 per mile would be the cheapest it would be desirable to make on that route. I think it will be found that the detailed estimates for by far the most expensive portion—Yass to Goulburn—taken with the cheaper and most easily estimated portion south of Yass, will not very much exceed that average. I then reported that in the north a metalled road could not be made towards the Namoi; I am still of that opinion, and think that it is worthy of consideration as to whether the first extension of the Northern Line from Murrurundi should not be in this direction, rather than to the range country where the works would be so expensive, and where a considerable length of Macadam road and facilities for its further extension exist. The extension towards the Namoi would intercept a large amount of traffic gravitating in wet seasons by the rivers to Melbourne and Adelaide, and in the dry to the Queensland Railways.

In conclusion, I feel it my duty again to repeat my recommendation of 1865,—that some local administration similar to the Irish Grand Jury system be at once adopted, with the modifications then recommended by me. Each day strengthens my conviction on this point, and I cannot too strongly urge its adoption, for every reason. The Census about to be taken might be made a means of partially introducing this system, by refusing to expend money on such works in any district when the population exceeded a certain number per square mile, unless through the medium of a municipality.

Pending the introduction of such system, it is absolutely necessary that the Act amending the Main Roads Act should be made law.

I have, &c.,

WILLIAM C. BENNETT.

APPROXIMATE Statement of Works on Main and Mudgee Roads, to 1st January, 1871.

Road.	Miles of metalled road.	Second-class metal. Abandoned.	Gravelled road.	Cleared, drained, and formed.	Cleared and drained.	Cleared only.	Untouched.	Total.	Culverts.	Minor Bridges.	Feet in length.	Total expenditure since 1857, to 1st January, 1871, for both construction and maintenance.	Cost of metalling required to complete road.
GREAT NORTHERN ROAD— Morpeh to Armidale	94.11	...	61.3	...	21.3	62	...	240	629	66	3,112	From Tolls £ 62,917 ,, Revenue 185,224 <u>248,141</u>	Murrurundi to Armidale, 57.39 miles, at £900..... <u>51,851</u>
GREAT SOUTHERN ROAD— Cross Roads to Albury...	189.4	...	6.5	...	104	59	21.4	380	830	86	4,811	From Tolls 50,027 ,, Revenue 290,668 <u>340,695</u>	To complete metalling to Yass, 2 miles..... 1,700 Do. Yass to Bow- ning, 3.4 miles..... 3,187 Do. Bowning to Reedy Creek, 23.4 miles 19,762 Do. Reedy Creek to Gundagai, 15.4 miles 13,175 Do. Gundagai to Tarcutta, 25.4 miles..... 22,950 <u>60,774</u>
GREAT WESTERN ROAD— Sydney to Wellington ...	109.4	34	8.4	2	1	45.4	10	210	540	...	...	From Tolls 91,508 ,, Revenue 182,033 <u>273,541</u>	To complete metal to Orange, 3 miles..... 2,550 Do. to Molong, 18.4 miles..... 15,512 Do. to Wellin- gton, 37 miles..... 31,450 <u>49,512</u>
Mudgee Road	32.4	...	4.4	...	4	39	...	80	208	10	246	55,182	To complete metal from Wallerawang to Keen's Swamp, 17.4 miles..... 15,750 Urgent works of metal- ling thence to Mudgee, 8.4 miles..... 7,650 <u>23,400</u>
Totals	425	34	81	2	180.4	205.4	31.4	910	2,207	162	8,168	Total Tolls 204,452 ,, Revenue 713,057 <u>£917,509</u>	<u>£185,537</u>

Sydney : Thomas Richards, Government Printer.—1871.

[6d.]

1870-71.

NEW SOUTH WALES.

ROAD TRUST ACCOUNTS.

(FOR THE PERIOD ENDING 31 DECEMBER, 1869.)

Presented to Parliament in accordance with the provisions of the several Acts.

SCHEDULE.

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ROAD TRUST ACCOUNTS.

No. 1.

CAMPBELLTOWN ROAD TRUST.

THE Commissioners of the Campbelltown Road Trust in Account Current, for the Half-year ending 31st December, 1869.

Dr.			Cr.		
Date.	Particulars of sums received.	Amount.	Date.	Particulars of sums expended.	Amount.
1869.		£ s. d.	1869.		£ s. d.
July 1	To balance from June	18 4 6	Sep. 7	By sum paid for saplings, as per voucher ..	1 10 0
Dec. 31	„ Six months' rent of Denham Court Toll-gate	25 0 0	„ 30	„ „ to Secretary, 3 months' salary	7 10 0
			Oct. 15	„ „ for drawing logs	0 15 0
			„ 19	„ „ for labour on road	1 10 0
			„ 19	„ „ for logs for bridge	0 15 0
			„ 26	„ „ for sandstone	2 11 0
			Dec. 31	„ „ to Secretary, 3 months' salary	7 10 0
			„ 31	„ „ for stamps, 5s.; paper, &c., 4s.	0 9 0
				„ balance	20 14 6
		£ 43 4 6			£ 43 4 6

We certify to the correctness of the above Account,—

Campbelltown, 15 January, 1870.

THOS. CHIPPINDALL, }
T. BYRNE, } Commissioners.

No. 2.

MAITLAND ROAD TRUST.

ABSTRACT of Receipts and Expenditure of the Maitland Road Trust, from 1st July, 1869, to 31st December, 1869.

Dr.			Cr.		
Date.	Particulars of sums received.	Amount.	Date.	Particulars of sums expended.	Amount.
1869.		£ s. d.	1869.		£ s. d.
Dec. 31	To receipts from Falls Ferry	40 0 0	June 30	By balance due Bank of Australasia ..	7 14 7
	„ „ Largs	30 8 10	Dec. 31	„ Repairs to Falls Punt	7 0 0
	„ „ Hinton	153 0 0		„ „ Largs	10 0 11
				„ „ Hinton	24 3 8
				„ Secretary's salary	37 10 0
				„ Purchase of crabwinch	18 10 0
				„ Printing 100 copies of Charter	2 12 6
				„ Maitland Mercury, advertising	3 15 6
				„ Stationery and stamps	3 0 3
				„ Electoral rolls	0 2 6
				„ Grant to Hexham Road	4 0 0
				„ Balance due by Bank	104 13 11
		£ 223 8 10			£ 223 8 10

STEPHEN SCHOLEY, Warden.
THOMAS HUGHES, Secretary.

We have examined the Accounts of the Trust for the Half-year ended 31st December, 1869, and find the same correct,—

JOHN KEATING, }
JOHN BOWDEN, } Auditors.

No. 3.

MAITLAND ROAD TRUST.

ABSTRACT of Receipts and Expenditure of the Maitland Road Trust, for the Year ending 31st December, 1869.

Dr.			Cr.		
1869.		£ s. d.	1869.		£ s. d.
Jan. 1	To balance in hand	117 6 6	Dec. 31	By repairs, &c., to Falls Punt	51 13 7
Dec. 31	„ Receipts from Falls Ferry	148 5 0		„ „ Largs „	122 7 5
„ 31	„ „ Largs „	35 8 10		„ „ Hinton „	138 9 11½
„ 31	„ „ Hinton „	266 9 6		„ Secretary's salary	75 0 0
„ 31	„ Mr. D. Sims, overcharge repaid	0 1 6		„ Purchase of crabwinch	18 10 0
				„ Grant to Hexham Road	4 0 0
				„ Loan to Broken Back Road	13 3 0
				„ Repairs to winches	9 2 10½
				„ Drain pipes, Phoenix Park Road.. ..	4 6 0
				„ Advertising	8 3 10
				„ Printing 100 copies of Charter	2 12 6
				„ Stationery and stamps	3 17 0
				„ Poll clerks at election	2 2 0
				„ Electoral rolls	0 2 6
				„ Miscellaneous	9 6 9
				„ Balance due by Bank Australasia	104 13 11
		£ 567 11 4			£ 567 11 4

STEPHEN SCHOLEY, Warden.
THOMAS HUGHES, Secretary.

We have examined the Accounts of the Trust for the Year ended 31st December, 1869, and find the same correct,—

JOHN KEATING, }
JOHN BOWDEN, } Auditors.

No. 4.

PARRAMATTA ROAD TRUST.

ABSTRACT of the Receipts and Expenditure of the Parramatta Road Trust, for the Half-year ending 31st December, 1869.

Dr.		Cr.	
RECEIVED.		EXPENDED.	
	£ s. d.		£ s. d.
To Balance 30th June, 1869	601 7 9	Salaries—	
„ Six months' rental of toll-gate at Broken Back Bridge	153 0 0	Clerk and Treasurer	18 15 0
		Overseer	2 5 0
			21 0 0
		Miscellaneous—	
		Wages for labour	8 5 0
		Stationery and advertising	3 1 3
		Repairs to tools	3 5 1
		Purchase of tools, stores, &c... ..	1 8 9
		Repairs to roads, dams, and bridges	0 17 3
		Repairs to toll-house and gates	0 6 8
		Commission to auctioneer	1 1 0
		Law expenses	2 2 0
			20 5 0
		Total expenditure	41 5 0
		Balance 31st December, 1869	713 2 9
	£ 754 7 9		£ 754 7 9

We certify the above to be correct,—

JAMES BYRNES, }
ANDREW PAYTEN, } Commissioners.
G. B. SUTTON, }

No. 5.

RICHMOND ROAD TRUST.

RECEIPTS and Expenditure of the Commissioners of the Richmond Road Trust, for the Half-year ended 31st December, 1869.

Dr.			Cr.		
1869.		£ s. d.	1869.		£ s. d.
July 1	To balance on hand 30th June	32 17 10	Sept. 10	By paid C. Fowler, drain pipes ..	1 4 4 6
" 10	" Rent of Blacktown tolls for June ..	8 8 4	Oct. 6	" " B. Isaacs, printing ..	2 0 4 0
Aug. 14	" " " " " " " " " " " " " "	8 8 4	" 3	" " Secretary, quarter's salary ..	3 7 10 0
Oct. 7	" Amount collected in Richmond towards repair of main street	95 0 0	" "	" " Same, postage, &c. ..	4 0 5 0
Sept. 4	" Rent of Blacktown tolls for August ..	8 8 4	Nov. 4	" " John Crew, repairs, Windsor-street, Richmond, on account	5 33 15 0
Oct. 9	" " " " " " " " " " " " " "	8 8 4	Dec. 1	" " same, " " further, on account	6 80 0 0
Nov. 16	" " " " " " " " " " " " " "	8 8 4	" 31	" " same, " " further, on account	7 14 2 0
Dec. 1	" Additional amount collected towards repair of main street	12 4 0	" "	" " Margt. Seymour, use of room	8 3 0 0
" 11	" Rent of Blacktown tolls for November ..	8 8 4	" "	" " L. White, advertising ..	9 1 2 11
" 31	" " " " " " " " " " " " " "	8 8 4	" "	" " G. Guest, commission on sale of tolls	10 2 7 0
			" "	" " Secretary, quarter's salary ..	11 7 10 0
			" "	" " Same, postage, &c. ..	12 0 10 0
			" "	Balance on hand	104 9 9
		£ 259 0 2			£ 259 0 2

EDWD. POWELL, }
JOSEPH ONUS, } Commissioners.
JOHN DUCKER, }

No. 6.

SOUTH HEAD ROADS TRUST.

THE Commissioners of the South Head Roads Trust Account of Receipts and Disbursements, Half-year ending 31st December, 1869.

Dr.				Cr.			
RECEIPTS.		DISBURSEMENTS.					
1869.		£ s. d.	£ s. d.	1869.		£ s. d.	£ s. d.
Dec. 31	To contributions towards works as under:—			Dec. 31	By balance from last half-year		6,201 18 1
	From Paddington Council, for drain, junction New South Head Road and Glenmore Road	10 0 0		"	" Secretary's and Surveyor's salary ..		50 0 0
	From Waverley Council, for drain at junction of Old South Head Road and Cowper-street	5 7 11		"	" Miscellaneous expenditure:—		
	From Mr. Salamon, towards cost of drain, Ocean-street ..	15 0 0			Interest on metal account	1 5 10	
			30 7 11		Bank interest	137 2 0	
	From Colonial Treasury, for erection of alignment posts	15 0 0			Tools, &c.	8 4 7	
"	" Six months' rent of toll-gates	1,651 13 4			Printing	1 10 0	
"	" Balance	6,999 16 6			Advertising	2 5 6	
					Petty expenses	1 11 6	
					Repairs to water-cart, &c. ..	3 5 0	
					P. N. Russell & Co., for road-roller	45 0 0	
					Auction fees	5 17 0	
					Stamped cheque-book	0 4 2	
					Cement	0 17 0	257 2 7
				"	" Expenditure on undermentioned roads, viz:—		
					Old South Head Road:—		
					Blue metal	303 15 0	
					Drain pipes	10 1 0	
					Alignment posts	49 9 10	
					Repairs to toll-house	14 16 0	
					Wages, ballast, gravel, &c. ..	161 11 3	539 13 1
					New South Head Road:—		
					Drain pipes	2 8 0	
					Wages, ballast, gravel, &c. ..	213 7 9	215 15 9
					Glenmore Road:—		
					Drain pipes	12 18 0	
					Wages, ballast, gravel, &c. ..	219 14 5	232 12 5
					Darling Point Road:—		
					Drain pipes	2 2 6	
					Wages, ballast, and gravel ..	27 11 6	29 14 0
					Old Point Piper Road:—		
					Fencing	4 4 0	
					Wages, ballast, and gravel ..	165 17 10	170 1 10
							£ 7,696 17 9
			£ 7,696 17 9				

For the Commissioners of the South Head Roads Trust,—

T. W. SMART, Hon. Treasurer.
GERARD PHILLIPS, Secretary.

No. 7.

[DUPLICATE.]

WINDSOR ROAD TRUST.

Account of Receipts and Expenditure of the Commissioners of the Windsor Road Trust, for the Half-year ended 31st December, 1869.

Dr.			Or.		
1869.		£ s. d.	1869.	V.	£ s. d.
July 1	To balance on hand	20 19 11	July 23	By paid John Holden, repairs to Windsor Road	1 13 0
" 7	" Rent of Fitzroy Bridge, tolls for May, further on account	1 16 0		" James Hough, ditto	1 4 6
Aug. 7	" " " " July	18 6 8	Sept. 30	" B. Isaacs, printing	0 15 0
Sep. 7	" " " " August	18 6 8		" A. Hobbs, posting notices	0 10 6
Oct. 8	" " " " Sept.	18 6 8	Nov. 6	" Secretary, quarter's salary	6 5 0
Nov. 10	" " " " Oct.	18 6 8		" Jas. Hough, fencing, Windsor Road	1 1 0
Dec. 10	" " " " Nov.	18 6 8	Dec. 24	" J. T. Smith, commission on sale of tolls	1 12 6
			" 31	" L. White, advertising	1 11 10
				" A. Hobbs, bill-sticking	0 7 6
				" Secretary, quarter's salary	6 5 0
				" Same, postage, stamps, and stationery	0 5 6
				Balance in hand	111 4 7
		£ 132 15 11			£ 132 15 11

RICHD. RIDGE,
 THOMAS PRIMROSE,
 JOHN M. M'QUADE,
 JOHN WOOD,
 WM. I. CREW,

} Commissioners.

N.B.—The vouchers were forwarded with the previous account sent 23rd January last, which has miscarried.

WM. WALKER, Secretary.

1870-71.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

SUBORDINATE ROADS.

(CLASSIFICATION AND PROPOSED DISTRIBUTION FOR 1871.)

Ordered by the Legislative Assembly to be Printed, 9 June, 1871, A.M.

SUBORDINATE ROADS under the Department of Public Works, Roads Branch, provided for on the Estimates for 1871.

Number.	Class.	Length in Miles.		Proposed Expenditure.
Northern Roads.				
				£
1	5	75	Cassilis to Coonabarabran	
2	5	19	Main Northern Road, North of Wallabadah, to Nundle, Hanging Rock, and Peel River Gold Fields	525
3	6	50	Main North Road, <i>via</i> Currabubula, to Tamworth	133
4	4	130	Willow-tree to Narrabri	250
5	4	25	Tamworth to Manila	1,300
6	4	60	Armidale to Glen Innes	250
7	2	40	Glen Innes to Inverell	600
8	3	135	Armidale to Grafton	1,000
9	4	130	Armidale, <i>via</i> Walcha, to Port Macquarie	2,025
10	5	60	Kempsey to Armidale and Grafton Road	1,300
11	2	35	Port Macquarie to Kempsey	420
12	2	116	Lawrence to Tenterfield	875
13	5	58	Glen Innes to Tenterfield	2,900
14	5	45	Tenterfield to Maryland	406
15	4	65	Grafton to Casino	315
16	3	17	Casino to Lismore	650
17	5	30	Lismore to Ballina	255
				210
				£ 13,414
Western Roads.				
18	1	62	Bathurst to Cowra	3,100
19	4	35	Bathurst to Ophir	350
20	3	27	Bathurst to Sofala, <i>via</i> Peel and Wyagdon	405
21	5	16	Rockley to Caloola and Tuena Roads	112
22	2	38	Bathurst to Caloola and Trunkey Gold Field	950
23	5	12	Orange to Ophir	84
24	3	38	Orange to Stony Creek	570
25	4	63	Orange, by Boree, to Forbes	680
26	5	40	Molong to Obley	280
27	6	22	Molong to Stony Creek	110
28	3	30	Cowra to Grenfell	450
29	6	70	Cudgegong Municipality to Dubbo	350
				£ 7,391

Number.	Class.	Length in Miles.		Proposed Expenditure.
Southern Roads.				£
30	1	60	Goulburn to Queanbeyan, <i>via</i> Tarago and Bungendore ...	3,000
31	...	56½	*Marulan to Braidwood ...	500
32	2	15	Old South Road at Throsby Park, to Village of Robertson...	375
33	4	6	Village of Robertson, <i>via</i> Vidler's, to Kiama Municipality ...	60
34	2	36	Tarago to Braidwood ...	900
35	2	35	Braidwood to Nelligen—Clyde Road ...	875
36	5	45	Gunning to Burrowa ...	315
37	2	67	Queanbeyan to Cooma ...	1,675
38	5	57	Cooma to Bombala ...	399
39	2	43	Cathcart, <i>via</i> Tantawangalo, to Merimbula ...	1,075
40	2	47	Bombala, <i>via</i> Wyndham and Panbula, to Merimbula ...	1,175
41	2	6	Panbula to Wolumla ...	150
42	2	27	Araluen to Moruya ...	675
43	3	10	Araluen and Moruya Road, <i>via</i> Kiora, to Moruya ...	150
44	2	15	Braidwood, <i>via</i> Dirty Butter Creek, to Araluen ...	375
45	3	12	Monga to Major's Creek, "Elrington" ...	180
46	4	4	Monga and Major's Creek Road, at Reidsdale, to Bell's River	40
47	5	80	Wagga Wagga to Young, <i>via</i> Cootamundry and Wallanbeen	560
48	4	18	Wallanbeen to Murrumburrah ...	180
49	2	47	Bowning to Young, <i>via</i> Binalong ...	1,175
50	2	20	Gundagai to Tumut ...	500
51	5	11	Tumut to Brungle ...	77
52	2	12	Tumut to Adelong ...	300
53	5	40	Gundagai to Wagga Wagga, "North side of River"	280
54	5	28	Middle Adelong to Tumberumba ...	196
55	2	9	Town of Adelong to Middle Adelong ...	225
56	2	15	Main Southern Road to Adelong ...	375
57	4	12	Downing's Inn, at Gilmore Creek, to Reily's Crossing at Adelong Creek ...	120
58	2	25	Main Southern Road, at Tarcutta, to Wagga Wagga ...	625
59	5	55	Wagga Wagga to Narandera ...	385
60	6	180	Wagga Wagga to Deniliquin ...	900
61	2	34	Albury Municipality to Corowa ...	850
62	5	94	Corowa to Deniliquin ...	658
63	5	77	Albury Municipality to Wagga Wagga ...	539
64	5	50	Deniliquin to Moama ...	350
65	4	40	Goulburn to Binda ...	400
				£ 20,614

* Not classified. Amount determined by Vote of Parliament.

NOTE.—The amount per mile proposed to be expended on each class of Roads is as follows:—1st class, £50; 2nd class, £25; 3rd class, £15; 4th class, £10; 5th class, £7; 6th class, £5.

	£
Northern Roads	13,414
Western Roads	7,391
Southern Roads	20,614
TOTAL	£ 41,419

1870-71.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

SUBORDINATE ROADS UNDER TRUSTEES.

(CLASSIFICATION AND PROPOSED DISTRIBUTION FOR 1871.)

Ordered by the Legislative Assembly to be Printed, 9 June, 1871, A.M.

CLASSIFICATION AND PROPOSED DISTRIBUTION FOR 1871.

Number.	Class.	Length in Miles.		Proposed Expenditure.
Sydney or Metropolitan Roads.				
				£
1	2	7	Part of Road from Sydney to South Head (Upper South Head Road)	175
2	2	5	Lower South Head Road	125
3	2	1	Road from Upper to Lower South Head Road (Point Piper Road)	25
4	2	1	„ Upper to Lower South Head Road (Glenmore Road)	25
5	2	1	„ Lower South Head Road to Darling Point	25
6	2	4	„ Sydney to Botany Bay (Mudbank Road)	100
7	4	2	„ Mudbank Road to Botany Bay (Gardner's Road)	20
8	4	2	„ Mudbank Road, at Williamson's, <i>via</i> Franksville, to Cook's River Road	20
9	2	3	„ Mudbank Road to Banks' Meadow (Bunnerong Road)	75
10	4	2	„ Banks' Meadow, <i>via</i> Lord's and Handcock's, to the Bunnerong Road, near the Tannery	20
11	4	4	„ Sydney to Coogee (Randwick Road)	40
12	4	3	„ Randwick Road to Upper South Head Road at Waverley	30
13	4	6	„ Randwick and Coogee Road to Banks' Meadow	60
14	2	5	„ Sydney to south side of Cook's River Dam (Newtown Road)	125
15	4	3	„ Undercliff Bridge to George's River Road	30
16	3	2	„ Newtown Road, near the Church, to the Botany Road	30
17	3	3	„ From Western Boundary of Newtown Municipality, along the Northern Boundary of Marrickville Municipality, to Canterbury (New Canterbury Road)	45
18	2	3	„ Newtown Road, <i>via</i> Unwin's Bridge, to Undercliff Road	75
19	2	6	„ Cook's River Dam to Rocky Point (Rocky Point Road)	150
20	2	8	„ Rocky Point Road, near Dam, to George's River (Forest Road)	200
21	3	4	„ Rocky Point Road to George's River, at Tom Ugly's Point (Koggerah Road)	60
22	5	2	„ Rocky Point Road, near Cook's River Dam, to Muddy Creek	14
23	2	2	„ Main Western Road to Balmain Municipality (Balmain Road)	50
Carried forward				£ 1,519

Number.	Class.	Length in Miles.		Proposed Expenditure.
Sydney or Metropolitan Roads—continued.				£
			Brought forward	1,519
24	2	3	Road from Main Western Road to Canterbury	75
25	3	10	„ Canterbury, <i>via</i> Saltpan Creek, to George's River	150
26	4	2	„ Main Western Road to Railway Station at Haslem's Creek	20
27	5	3	„ Irishtown to Haslem's Creek Railway Station	21
28	4	5	„ Main Southern Road near Burwood, over Cook's River, into Parish of St. George	50
29	5	2	„ Main Western Road to Government Wharf at Longbottom	14
30	5	2	„ Longbottom to Breakfast Point	14
31	3	5	„ Middle Harbour to Pittwater Road	75
32	3	16	„ Manly Cove to Pittwater	240
33	4	2	„ Manly Cove to Balgowlah	20
34	2	13	„ North Willoughby Municipality to Pennant Hills..	325
35	2	1	„ Hunter's Hill Municipality to Road from Parramatta to Bedlam Ferry (Onion's Point Road)	25
				£ 2,548
Northern Roads.				
1	4	17	Road from Newcastle Municipality to Maitland	170
2	4	9	„ Newcastle Municipality to Wallsend	90
3	5	13	„ Wallsend to Maitland and Gosford Road at Coorabong	91
4	5	17	„ Stockton to Raymond Terrace	119
5	5	5	„ Stockton and Raymond Terrace Road to Saltash	35
6	4	31	„ Raymond Terrace to Stroud	310
7	5	73	„ Stroud, <i>via</i> Gloucester, to Tinonee	511
8	5	15	„ Tinonee and Gloucester Road to Clarkin's Crossing, Wollomba River... ..	105
9	3	7	„ Tinonee to Cundle	105
10	5	5	„ Cundle to Jones' Island	35
11	5	12	„ Tinonee to Bohnock... ..	84
12	4	6	„ Tinonee to Wingham, south side of Manning River Road	60
13	5	2	„ Tinonee and Bohnock Road to south channel of the Manning River (Redbank Road)	14
14	3	6	„ Tinonee and Cundle Road to Wingham	90
15	5	11	„ Wingham to Wherrol Flat, Dingo Creek	77
16	5	16	„ Wingham, on the left bank of the Manning River, to Black Flat	112
17	5	11	„ Wingham and Wherrol Flat Road, up eastern branch of Dingo Creek, <i>via</i> Marlee Flat, to Bobin Flat	77
18	5	12	„ Rolland's Plains to Owen's Waterholes	84
19	5	56	„ Cundle to Port Macquarie	392
20	5	4	„ Rolland's Plains to Ballingara Wharf	28
21	5	3	„ Raymond Terrace and Stroud Road to Raymond Terrace and Seaham Road (Miscal's Road)	21
22	5	6	„ Raymond Terrace and Stroud Road to Raymond Terrace and Clarence Town Road (Caswell's Road)	42
23	5	4	„ Raymond Terrace and Stroud Road, <i>via</i> the Duck-hole Swamp, towards the Parading Ground	28
24	4	19	„ Raymond Terrace, by east side of Williams' River, to Clarence Town	190
25	3	8	„ Raymond Terrace to Hinton	120
26	3	4	„ Raymond Terrace and Hinton Road to Seaham	60
27	3	5	„ Raymond Terrace, towards Maitland, to its junction with the Morpeth Road... ..	75
28	3	5	„ Junction of Morpeth Road with Raymond Terrace and Maitland Road to East Maitland	75
29	3	4	„ Raymond Terrace and Maitland Road to Morpeth Municipality	60
30	5	6	„ Raymond Terrace to Hexham	42
31	5	5	„ Alnwick to Hexham	35
32	5	8	„ Hexham to Fullerton Cove	56
Carried forward				£ 3,393

Number.	Class.	Length in Miles.		Proposed Expenditure.
Northern Roads—continued.				£
			Brought forward	3,393
33	2	4	Road from East Maitland Municipality to Oak Vale	100
34	3	14	" Oak Vale to the Broken-back Gap	210
35	2	28	" East Maitland, <i>via</i> Largs and Dunmore Bridge, to Paterson and Gresford	700
36	3	16	" Dunmore Bridge to Seaham and Clarence Town	240
37	5	13	" Paterson and Gresford Road to Clarence Town and Dungog Road	91
38	2	6	" Clarence Town, towards Dungog, to south boundary of J. D. Walker's 1,280 acres	150
39	2	8	" South boundary of J. D. Walker's 1,280 acres to Dungog	200
40	4	17	" Gresford to Eccleston	170
41	4	12	" Gresford to Lowstock	120
42	3	9	" Largs, <i>via</i> Tocol, to Paterson	135
43	3	6	" West Maitland to Dunmore	90
44	4	3	" The north boundary of West Maitland Municipality up the right bank of Hunter's River	30
45	2	4	" Morpeth Municipality, <i>via</i> Hinton Punt, to Dunmore and Seaham Road	100
46	4	4	" Dunmore and Seaham Road, <i>via</i> Butterwick, to Dunn's Creek	40
47	2	3	" West Maitland, <i>via</i> Louth Park, to East Maitland and Brisbane Water Road	75
48	5	15	" West Maitland to Mulbring Creek	105
49	5	10	" Lochinvar, <i>via</i> Windermere, to Pritchett's 2,000 acres, and loop-line to same place, <i>via</i> Kaloudah	70
50	5	7	" Deep Creek to Allandale Railway Station	49
51	3	5	" Morpeth Municipality to Four-mile Creek	75
52	4	2	" Morpeth Municipality to Largs	20
53	5	4	" Morpeth Punt, through Phoenix Park, to Largs	28
54	5	9	" Clarence Town to Half-way House on Raymond Terrace and Stroud Road	63
55	5	8	" Clarence Town, <i>via</i> Glen William to Clarence Town and Dungog Road, at south boundary of J. D. Walker's 1,280 acres	56
56	3	8	" Dungog to Chichester River	120
57	5	15	" Dungog and Chichester Road to Underbank	105
58	5	6	" Dungog to Fosterton	42
59	5	15	" Dungog to Stroud	105
60	5	10	" Upper Myall to Bullahdelah	70
61	5	13	" Dungog and Stroud Road to Monkerai	91
62	4	26	" The Broken-back Gap, <i>via</i> Wyee, to Wyong Creek	260
63	3	13	" Wyong Creek to Gosford	195
64	5	8	" Gosford to Kincumber	56
65	5	10	" Wyong Creek to Bumble Hill	70
66	5	10	" Bumble Hill to the Blood-tree	70
67	5	20	" Gosford to the Blood-tree	140
68	5	6	" The Blood-tree to Mangrove Creek at Pemberton's Hill	40
69	5	21	" Bullock Wharf to upper part Mangrove Creek	147
70	3	20	" Main Northern Road, near West Maitland, <i>via</i> Cessnock, to the Dividing Range	300
71	3	13	" The Dividing Range to Wollombi	195
72	5	4	" Town of Ellalong to Main Road from Maitland to Wollombi... ..	28
73	5	11	" Wollombi Road to Congewai	77
74	5	29	" Wollombi to Warkworth	203
75	5	60	" Wollombi and Warkworth Road to Colo River (Bulga Road)	420
76	5	44	" Wollombi to Wiseman's Ferry	308
77	5	12	" Wiseman's Ferry, <i>via</i> the river bank and Whalan's Punt, to St. Alban's	84
78	5	10	" St. Alban's through Wallambine Common	70
79	5	15	" St. Alban's up the M'Donald River to Melon Creek, and up that Creek	105
80	2	1	" Tomago Crossing-place to Railway Station at Hexham	25
81	2	1	" Waratah to Railway Station	25
			Carried forward	£ 9,661

Number.	Class.	Length in Miles.		Proposed Expenditure.
Northern Roads—continued.				£
			Brought forward	9,661
82	4	7	Road from Main Northern Road, near Anvil Creek, to Glendon Brook	70
83	4	4	" Anvil Creek and Glendon Brook Road to Stanhope	40
84	5	14	" Main Northern Road, near Black Creek, to Cessnock, on Wollombi Road	98
85	5	11	" Main Northern Road, near Black Creek, <i>via</i> Glendon, to Main Northern Road, near Singleton	77
86	3	12	" Main Northern Road, near Munnimba Brook, to Warkworth	180
87	4	14	" Singleton, <i>via</i> Abbey Green, towards Bulga Road	40
88	5	11	" Wittingham Reserve to Broke, Wollombi Brook	77
89	5	5	" Singleton and Jerry's Plains Road to Warkworth	35
90	3	28	" Singleton to Denman	420
91	2	15	" Muswellbrook to Merton	375
92	3	44	" Denman to Merriwa	660
93	3	27	" Merriwa to Cassilis	405
94	5	39	" Scone to Merriwa	273
95	5	8	" Scone to Page's River, at Gundy	56
96	5	8	" Box-tree Flat to Blandford	56
97	6	70	" Manilla, <i>via</i> Barraba, to Bingera	350
98	5	25	" Bingera to Warialda	175
99	5	70	" Armidale Municipality to Inverell	490
100	5	55	" Main Northern Road, at Bendemeer, to Bundarra	385
101	5	30	" Bundarra to Inverell	210
102	4	4	" Main North Road, at Uralla, to the Rocky River	40
103	5	25	" Frederickton to Macleay River Heads	175
104	5	4	" Kempsey to Frederickton	28
105	5	10	" West Kempsey to Darkwater Creek	70
106	5	7	" Hyde's Falls to M'Lean's Falls (Upper Bellinger River)	49
				£ 14,495
Western Roads.				
1	2	6	Road from Parramatta to Ryde	150
2	2	1	" Pennant Hills, at Duggan's Corner, to Parramatta and Ryde Road	25
3	2	1	" Parramatta and Ryde Road to Pennant Hills Wharf	25
4	2	1	" Great North Road, at Ryde, to Parramatta River, at Ryde Wharf	25
5	3	1	" Bedlam Ferry to Gladesville	15
6	3	10	" the western boundary of Hunter's Hill Municipality, at Gladesville, <i>via</i> Ryde and Pennant Hills, to Castle Hill, to the Road from Baulkham Hills to G. Acre's 1,500 acres at Dural	150
7	2	1	" Gladesville to Gladesville Wharf	25
8	3	2	" Ryde towards Field of Mars Common	30
9	3	3	" Main Western Road towards Parramatta River (Concord Road)	45
10	2	4	" Parramatta to Pennant Hills	100
11	5	8	" Main Western Road, near St. Mary's, to Orphan School Road	56
12	5	8	" Do. do. to Blacktown Road	56
13	5	12	" Do. near Penrith, to Richmond	84
14	4	15	" Do. do. to Bringelly Cross Roads	150
15	4	6	" Bringelly Cross Roads to the Road from the Main Southern Road, to Cobbitty	60
16	4	11	" Parramatta and Windsor Road, at Baulkham Hills, to south boundary of G. Acre's 1,500 acres at Dural	110
17	5	15	" South boundary of G. Acre's 1,500 acres at Dural, to its junction with Pitt Town and Wiseman's Ferry Road (Great North Road)	105
18	4	3	" Wiseman's Ferry Road into Parish of North Colah	30
19	4	19	" Parramatta to Windsor	190
Carried forward				£ 1,431

Number.	Class.	Length in Miles.		Proposed Expenditure.
Western Roads—continued.				£
			Brought forward	1,431
20	2	5	Road from Windsor Road to Pitt Town Punt	125
21	2	1	„ Windsor Road to Mulgrave Railway Station	25
22	4	4	„ Parramatta and Windsor Road through Pitt Town Bottoms	40
23	5	4	„ Broken-back Bridge to Pennant Hills	28
24	4	20	„ Pitt Town to Wiseman's Ferry	200
25	5	5	„ Pitt Town Punt to Churchill's Wharf	35
26	4	5	„ Windsor, <i>via</i> Wilberforce, to Pitt Town Punt and Churchill's Wharf Road	50
27	5	9	„ Enfield to Windsor Punt	63
28	5	6	„ Wilberforce and Churchill's Wharf Road, <i>via</i> Page's Punt, to Pitt Town and Wiseman's Ferry Road	42
29	5	2	„ Churchill's Wharf and Page's Punt Road to Sackville Reach	14
30	5	8	„ Churchill's Wharf to Mouth of Colo River	56
31	5	5	„ Windsor to Richmond	35
32	3	3	„ Windsor to Cornwallis	45
33	4	3	„ Richmond to Richmond Bottoms (Benson's Lane)	30
34	5	2	„ Windsor to Blacktown Road	30
35	5	4	„ Blacktown Road, <i>via</i> Dight's Hill, towards Richmond Bridge	28
36	3	2	„ Richmond to New Bridge	30
37	4	9	„ Main Western Road, near Parramatta, through Domain, and by Old Windsor Road, to Windsor Road	90
38	3	19	„ Main Western Road, near Prospect, to Richmond (Blacktown Road)	285
39	5	6	„ Blacktown Road to Windsor Road	42
40	3	12	„ Penrith, <i>via</i> Castlereagh, to Richmond	180
41	4	10	„ Richmond Bridge to top of the Big Hill (Kurrajong)	100
42	5	9	„ Enfield and Wood's Falls Road, opposite Belmont, <i>via</i> Box Hill, to Bell's Line, North Kurrajong	63
43	5	40	„ The Big Hill (Kurrajong) to Main Western Road, near Bowenfells (Bell's Line)	280
44	5	13	„ Bell's Line to Colo River (Comleroy Road)	91
45	5	3	„ Wood's Falls to Road from Richmond Bridge to Kurrajong	21
46	5	12	„ Penrith, <i>via</i> Regentville and Mulgoa, to Greendale	84
47	5	2	„ Penrith and Greendale Road, at Mulgoa Church, to the Penrith and Bringelly Road	14
48	4	10	„ Main Western Road, at Little Hartley, to Ganbenang Swamp	100
49	5	30	„ Main Western Road, at Magpie Hollow, near Bowenfells, <i>via</i> the Sod Walls and Mutton's Falls, to O'Connell Plains (Lockyer's Line)	210
50	4	5	„ Hartley to Blaxland's Swamp	50
51	2	4	„ Bowenfells to Blaxland's Swamp	100
52	5	7	„ Blaxland's Swamp to Antonio's Creek (part of Old Bathurst Road)	49
53	4	30	„ Hartley, <i>via</i> Glenroy and Bindo Flats, to Fish River Creek Bridge, near Oberon	300
54	6	10	„ Mudgee Road, near Middle River, to Main Western Road at Meadow Flat	50
55	5	18	„ Mudgee Road to Rylstone	126
56	5	40	„ Cudgong Municipality to Cassilis	280
57	5	50	„ Mudgee and Cassilis Road to Merriwa and Cassilis Road	350
58	5	22	„ Cudgong Municipality to Rylstone	154
59	5	14	„ Cudgong Municipality to Hargraves	98
60	5	35	„ Cudgong Municipality, near Grattai, <i>via</i> Winderoy and Upper Pyramul, to the Sydney and Mudgee Road at Tabrabucca	245
61	3	28	„ Kelso, <i>via</i> the Limekilns, to Peel and Sofala Road	420
62	4	4	„ Peel to junction of Brown's Hill and Sofala Road	40
63	5	9	„ Limekilns Road to Palmer's Oakey Road	63
64	5	9	„ Brown's Hill and Sofala Road, at Cheshire Creek, to Upper Turon	63
65	5	12	„ Sofala to Palmer's Oakey Creek	60
			Carried forward	£ 6,315

Number.	Class.	Length in Miles.		Proposed Expenditure.
Western Roads—continued.				£
Brought forward				6,315
66	5	30	Road from Sofala, <i>via</i> Monkey Hill and Dun Dun, to Hargraves	210
67	5	12	„ Sofala and Hargraves Road, at Crudine Creek, to Windeyer and Upper Pyramul Road, at G. Suttor's 640 acres	84
68	5	25	„ Kelso, <i>via</i> Kelloshiel, to Lower Turon	175
69	5	7	„ Lower Turon and Tambaroora Road, near Sally's Flat, to Grattai and Tabrabucca Road, at G. Suttor's 640 acres	49
70	5	20	„ Lower Turon, <i>via</i> Monkey Hill, to Tambaroora	140
71	5	4	„ Bathurst Road, at Kirkconnell, to Mitchell's Creek Quartz Reefs	28
72	5	22	„ Kelloshiel, <i>via</i> White's Crossing, to Little Forest...	154
73	5	11	„ Bathurst and O'Connell Plains Road, <i>via</i> Dirty Swamp, to the Road from Mutton's Falls to O'Connell's Plains	77
74	5	2	„ Bathurst and Ophir Road, <i>via</i> Rankin's Bridge, to Kelloshiel	14
75	5	12	„ Bathurst and Ophir Road, near Stewart's, at Moulder's 383 acres, <i>via</i> Emu Swamp, to Orange and Ophir Road	84
76	5	15	„ One Eye to Tuena	105
77	4	16	„ Bathurst and Caloola Road to Rockley	160
78	5	8	„ Do. to Limekilns	56
79	5	20½	„ Rockley to the Isabella River	140
80	4	34	„ Carcoar to Canowindra	340
81	5	30	„ Carcoar to Orange	210
82	5	12	„ Orange to Icely <i>via</i> Byng	84
83	5	...	„ Guyong, <i>via</i> Byng, to Icely, on the Ophir Road ...	100
84	5	44	„ Cowra to Young	308
85	4	13	„ Bathurst and Caloola Road to Tea-pot Swamp ...	130
86	4	30	„ Bathurst, by Gorman's Hill and Lagoon, to Campbell's River	300
87	2	13	„ Bathurst to O'Connell's Plains	325
88	4	16	„ O'Connell's Plains, <i>via</i> Eight-mile Swamp and Oberon, to Fish River Creek	160
89	5	11	„ Mutton's Falls to Fish River Creek Bridge, near Oberon	77
90	5	8	„ O'Connell's Plains, <i>via</i> Alick's Swamp, to Wiseman's Creek	56
91	5	20	„ Oberon to Swatchfield	140
92	6	50	„ Orange to Namina	250
93	5	16	„ Stony Creek to Burrendong	112
94	5	27	„ Stony Creek to Wellington	189
95	4	34	„ Wellington to Dubbo	340
96	4	15	„ Sofala to Mudgee Road	150
				£ 11,062
Southern Roads.				
1	3	2	Road from Main Western Road, at Burwood, to Main Southern Road	30
2	3	6	„ Main Western Road, near Parramatta, to Main Southern Road (Dogtrap Road)	90
3	4	10	„ Main Western Road, near Parramatta, <i>via</i> Smithfield, towards Cabramatta	100
4	5	3	„ Main Southern Road, near Irishtown, to George's River Old Road	21
5	3	2	„ Smithfield to Fairfield Railway Station	30
6	4	6	„ Main Southern Road to Saltpan Creek (Punchbowl Road)	60
7	4	15	„ Main Southern Road, near Landsdown Bridge, to Penrith and Bringelly Road (Orphan School Road)	150
8	5	3	„ Liverpool to Orphan School Road	21
9	6	10	„ Main Southern Road to Campbelltown	50
Carried forward				£ 552

Number.	Class.	Length in Miles.		Proposed Expenditure.
Southern Roads—continued.				£
Brought forward				552
10	4	6	Road from Campbelltown to Menangle	60
11	4	4	„ Menangle to Main South Road, at foot of Razorback	40
12	4	12	„ Menangle to Picton	120
13	4	4	„ Main Southern Road at Camden to Road from Menangle to Main Southern Road	40
14	4	10	„ Main Southern Road, at Carne's Hill, towards Bringelly	100
15	5	3	„ Main Southern Road to Campbelltown Road, near Denham Court	21
16	5	7	„ Main Southern Road to Cobbitty	49
17	3	2	„ Main Southern Road at Narellan, through Orielton, to Liverpool and Cobbitty Road	30
18	5	8	„ Cobbitty to Matavai, Westwood, and Vermont	56
19	5	15	„ Main South Road at Camden towards Burragorang	105
20	5	3	„ Main South Road at Cawdor, to Westbrook Bridge	21
21	5	4	„ Lefevre's to Brownlow Hill	28
22	5	8	„ the Road over the new Bridge, across Mount Hunter Creek, at its junction with the Brownlow Hill Road, to Mulgoa Forest	56
23	3	5	„ Picton to the top of Long Gully	75
24	4	6	„ the Top of Long Gully to Burragorang Road, near Vanderville	60
25	5	10	„ Mulgoa Road, near Vanderville, to top of Burragorang Mountain	70
26	3	2	„ Top of Burragorang Mountain towards P. Martin's 845 acres... ..	30
27	1	5	„ Campbelltown to Main Southern Road, near Narellan	250
28	3	10	„ Campbelltown to Appin	150
29	4	7	„ Wollongong and Kiama Road, to Mount Keira, towards Appin	70
30	4	4	„ Broughton's Pass to Wilton	40
31	5	9	„ Broughton's Creek to Kangaroo Ground	63
32	2	5	„ Appin and Mount Keira Road, <i>via</i> Douglass Park Railway Station, to Menangle Road	125
33	5	4	„ Appin to Brooke's Point	28
34	4	4	„ Appin to Broughton's Pass	40
35	1	5	„ North Boundary of North Illawarra Municipality, <i>via</i> Bulli and Westmacot's Pass towards Appin, to the top of the Mountain	250
36	3	15	„ Top of the Mountain, near Westmacot's Pass, to Appin	225
37	5	91	„ Bomaderry Ferry, <i>via</i> Nowra, Tomerong, and Ulladulla, to Batemen's Bay	637
38	5	7	„ Tomerong to Jervis Bay, at South Huskisson	49
39	5	5	„ Tomerong and Jervis Bay Road to North Huskisson	35
40	4	17	„ Bateman's Bay to Moruya	170
41	3	16	„ Moruya to Bodalla	240
42	4	5	„ Nowra to boundary of Numba Municipality	50
43	5	75	„ Nowra, <i>via</i> Sassafras Range, Narriga, and Marlow, to Braidwood	525
44	5	12	„ Nowra to Burriar	84
45	3	2	„ Nowra and Bomaderry Road, <i>via</i> Moss', at Terrara, to Road leading to the South Coast Road	30
46	5	8	„ Illaroo, <i>via</i> Brown's Mountain, to Bomaderry Ferry	56
47	4	9	„ Main Southern Road, near Little Forest, to the crossing of the Bowral and Kangaloon Road	90
48	3	13	„ The crossing of the Bowral and Kangaloon Road, <i>via</i> Bong Bong and Sutton Forest, to the Main Southern Road, at the Cross Roads (Bremen's Inn)	195
49	2	11	„ Main Southern Road, at Fitz Roy Mines, <i>via</i> Bowral, to Robertson Park	275
50	5	17	„ Kangaroo Ground, towards Southern Railway, <i>via</i> Meryla Falls	119
51	3	4	„ Berrima to Railway Station at Sutton Forest	60
52	5	10	„ Berrima, <i>via</i> Soapy Flat, to Wanganderi	70
Carried forward				£ 5,439

Number.	Class.	Length in Miles.		Proposed Expenditure.
Southern Roads—continued.				£
			Brought forward	5,439
53	5	10	Road from The Cross Roads at Sutton Forest to east boundary of H. H. M'Arthur's 3,140 acres	70
54	3	2	" The Old Southern Road, at Mittagong, near Burke's, to the Main Southern Road, near the Old Fitz Roy Inn	30
55	5	3	" Village of Robertson, <i>via</i> Kangaloon, to top of Alcorn's Hill	21
56	5	5	" Kangaloon towards Bowral, <i>viz.</i> , from the Mittagong and Illawarra Road, near Wallaby Creek, <i>via</i> the Macquarie Pass, to the Central Illawarra Municipality	35
57	4	6	" Top of Alcorn's Hill to Robertson Park	60
58	5	12	" The Kangaloon and Bowral Road, at Robertson Park, to the western boundary of Central Illawarra Municipality, near Mount Murray	84
59	4	11	" Hoddle's Track, at M'Cullum's, to the Mittagong and Illawarra Road, at Simpson's 200 acres	110
60	4	30	" Goulburn Municipality to Taralga	300
61	5	13	" Goulburn to Upper Tarlo	91
62	5	6	" Taralga to Richlands	42
63	4	17	" Goulburn to Bungonia	170
64	4	30	" Goulburn Municipality, <i>via</i> Clear Hills, to Laggan	300
65	5	35	" Laggan, <i>via</i> Tuena, to the Abercombie River	245
66	5	7	" M'Cormack's or Wells' Creek to Paddy's River (part of Old Southern Road)	49
67	4	42	" Goulburn to Wheeo	420
68	5	42	" Main Southern Road, near Yass, <i>via</i> Morumbateman, Ginindera and Canberra, to Queanbeyan	294
69	5	12	" Wheeo to Binda	84
70	5	36	" Wheeo to Burrowa	252
71	4	27	" Burrowa to Young	270
72	5	72	" Young, <i>via</i> Weddin Police Station, Grenfell, and Boga Bogalong, to Forbes	504
73	5	15	" Goulburn Municipality, <i>via</i> Mummell, to Pomeroy	105
74	4	15	" Main Southern Road, at Breadalbane Plain, to Collector	150
75	4	15	" Gunning to Collector	150
76	5	9	" Collector to Third Breadalbane Plain	35
77	5	15	" Ginindera to Gundaroo	105
78	3	16	" Collector to Gundaroo, <i>via</i> Big Hill and marked tree line	240
79	5	12	" Gundaroo to Morumbateman	84
80	3	12	" Bungendore to Boro and Braidwood Road, near Doughboy Hill	180
81	5	37	" Goulburn and Braidwood Road, <i>via</i> Bangalore Gap, Lake George, to Bungendore	259
82	5	17	" Bungendore <i>via</i> Molonglo, to the Queanbeyan and Bungendore Road	119
83	4	23	" Queanbeyan to Gundaroo	230
84	5	16	" Queanbeyan to Lanyon Ford	112
85	5	25	" Bombala to Delegate	175
86	5	12	" Merimbula to Jellat Jellat	84
87	4	10	" Bega, <i>via</i> Jellat Jellat, to Tathra	100
88	4	25	" Brogo, <i>via</i> Bega, to Wolumla	250
89	2	12	" Eden to Panbula	300
90	5	12	" Eden to Sturt	84
91	5	4	" Moruya to the Heads	28
92	5	8	" Elrington to Araluen	56
93	4	9	" Braidwood to Sergeant's Point (Little River)	90
94	4	8	" Serjeant's Point (Little River) to Clyde Road	80
95	5	30	" Main Southern Road, at Sharpening-stone Creek, to Boorowa	210
96	5	30	" Main Southern Road, at Little Billabong, to Tumbarumba	210
97	3	6	" Albury Municipality to Dight's Forest (Burrumbuttoc Road)	90
				£ 12,396

SUMMARY OF PROPOSED DISTRIBUTION :—

	£
Sydney or Metropolitan Roads	2,548
Northern Roads	14,495
Western Roads	11,062
Southern Roads	12,396
TOTAL	<u>£ 40,501</u>

NOTE.—The amount per mile proposed to be expended on each class of Roads is as under :—

1st Class	£50 per mile.
2nd Class	25 "
3rd Class	15 "
4th Class	10 "
5th Class	7 "
6th Class	5 "

[9d.]

Sydney: Thomas Richards, Government Printer.—1871.

1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

ROADS.

(EXPENDITURE OF MONEY BY TRUSTEES ON ROAD, KELSO TO TAMBAROORA.)

Ordered by the Legislative Assembly to be Printed, 16 August, 1870.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 22nd March, 1870, That there be laid upon the Table of this House,—

- “ (1.) A detailed account of the expenditure of the special sum of £300,
“ placed by the Government at the disposal of Messrs. Ford, Cummings,
“ and Howarth, as Trustees for the repairing of the Road from Kelso to
“ Tambaroora.
“ (2.) Copies of any advertisements, notices, agreements, or contracts,
“ published or made by said Trustees with any person in reference to above
“ Road.
“ (3.) A statement of the balance remaining in hand of such sum of £300;
“ of the Bank, if any, at which such money is deposited; and the names of
“ the persons to whose credit it is placed.”

(*Mr. J. Suttor.*)

SCHEDULE.

NO.	PAGE.
1. Wm. Cummings, Esq., M.L.A., to Secretary for Lands, respecting money grant for repairs to road from Kelso to Tambaroora.—Minutes thereon. 4 October, 1869	2
2. Under Secretary for Lands to Under Secretary Finance and Trade, requesting that amount be placed to the credit of Trustees. 30 October, 1869	2
3. Same to Mr. Cummings, informing him that amount has been placed to credit of Trustees named by him. 30 October, 1869	2
4. Order of the Legislative Assembly for a detailed account of the expenditure of the amount, &c., with Minutes thereon. 22 March, 1870	3
5. Under Secretary for Lands to Trustees, forwarding copy of order, and requesting answer. 6 April, 1870	3
6. Trustees to Under Secretary for Lands, in reply—(Enclosures). 11 April, 1870	3
7. Under Secretary for Lands to Trustees, for further information. 26 April, 1870	4
8. Trustees to Under Secretary for Lands, in reply. 29 April, 1870	4

ROADS.

No. 1.

WM. CUMMINGS, Esq., M.L.A., to THE SECRETARY FOR LANDS.

Sydney, 4 October, 1869.

SIR,

When the late Government were in office Mr. Secretary Wilson did promise £300 for the repairs of that portion of the Tambaroora Road from Winburndale Creek to the crossing of Lower Turon; the papers in connection with application will fully explain the matter.

Trusting you will be good enough to expedite the issue of this money,

I have, &c.,

WM. CUMMINGS.

Surveyor General, B.C., 7 October, 1869.—M.F.

I recommended this in February, 1868, and have no reason to alter it.—P.F.A., 13 Oct.

The sum of £300 was promised by the late Secretary for Lands for this road on the report of the Surveyor General, and that item was noted for the Estimates. It was not however included in any Estimate; I cannot remember why.—15.

This matter should have been submitted in sufficient time for Estimates now before Parliament. As it now stands the item may be placed on next Estimates, whenever that may be; but I cannot recommend Estimates for this special purpose only.—W.F., 20 Oct., /69.

The money has now been voted on Supplementary Estimates.—H.F.

If there be funds available the sum may be advanced.—W.F., 27 October, 1869.

Mr. Cummings suggests the following parties as trustees:—

Thomas Ford,
J. S. Cummings,
James Howarth.

28th.

WM. CUMMINGS.

No. 2.

THE UNDER SECRETARY FOR LANDS to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Department of Lands,

Sydney, 30 October, 1869.

SIR,

I am directed by the Secretary for Lands to request that you will be good enough to cause the sum of three hundred pounds to be placed to the credit of Messrs. Thomas Ford, J. S. Cummings, and James Howarth, in the Bank of New South Wales, for the repair of the road from Kelso to Tambaroora, *viâ* Kelloshiel and Lower Turon.

2. This expense will be charged against the vote for Main Roads not classified for 1869, to be afterwards provided on Estimates.

I have, &c.,

MICHL. FITZPATRICK.

No. 3.

THE UNDER SECRETARY FOR LANDS to WM. CUMMINGS, Esq., M.L.A.

Department of Lands,

Sydney, 30 October, 1869.

SIR,

I am directed to inform you that, in accordance with your recommendation of the 28th instant, the Secretary for Lands has approved of the appointment of the parties named in the margin as Trustees for the expenditure of the sum of three hundred pounds for the repair of the road from Kelso to Tambaroora, *viâ* Kelloshiel and Lower Turon, and that the Under Secretary for Finance and Trade has been requested to cause the money to be placed to the credit of those parties, in the Bank of New South Wales, accordingly.

Messrs. Thomas
Ford, J. S.
Cummings,
and James
Howarth.

I have, &c.,

MICHL. FITZPATRICK.

No. 4.

No. 4.

ORDER OF THE LEGISLATIVE ASSEMBLY.

ORDER made by the Legislative Assembly on 22nd March, 1870.

20. Road from Kelso to Tambaroora.—Mr. J. Suttor moved, pursuant to Notice No. 4, That there be laid upon the Table of this House,—

(1.) A detailed account of the expenditure of the special sum of £300 placed by the Government at the disposal of Messrs. Ford, Cummings, and Howarth, as Trustees for the repairing of the road from Kelso to Tambaroora.

(2.) Copies of any advertisements, notices, agreements, or contracts, published or made by said Trustees with any person in reference to the above road.

(3.) A statement of the balance remaining in hand of such sum of £300; of the Bank, if any, at which such money is deposited; and the names of the persons to whose credit it is placed.

Debate ensued.

Question put and passed.

Perhaps the Under Secretary for Finance and Trade will be able to furnish the required information?—B.C., 28th March, 1870.—A.O.M.

£300 advanced to Messrs. Ford, Cummings, and Howarth, on 4th November, 1869, for repair of road from Kelso to Tambaroora, *viz* Kelloshiel and Lower Turon. The six months which were allowed for the adjustment of this advance have not yet expired and the accounts have not been furnished; the information required by Mr. Suttor cannot therefore be supplied by this office. The Trustees might be requested to furnish without delay a detailed statement of the expenditure, and any advertisements, notices, and agreements, or contracts in reference to the road; they might also state the balance unexpended, or whether it is in their hands, or in what Bank.—T.K., 30/3/70.

Apply to the Trustees for the information required in accordance with the order of the Legislative Assembly.—S.S., 30/3/70.

The Under Secretary for Lands, B.C., 31/3/70.—H.L.

Trustees, 6 April, 1870.

No. 5.

THE UNDER SECRETARY FOR LANDS TO THE TRUSTEES.

Department of Lands,
Sydney, 6 April, 1870.

GENTLEMEN,

I am directed by the Secretary for Lands to transmit herewith, a copy of an order from the Legislative Assembly, and to request that you will answer the questions therein contained as far as it lays in your power, with as little delay as possible. Dated 22 March, 1870.

I have, &c.,
A. O. MORIARTY.

No. 6.

THE TRUSTEES TO THE SECRETARY FOR LANDS.

Kelso, 11 April, 1870.

SIR,

In accordance with a communication, dated 6 April, 1870, having reference to the road from Kelso to Tambaroora, we beg to state, in answer to the questions constituting an order of the Legislative Assembly:—

1st.—That we advertised for tenders for a portion of the repairs to be sent in by noon on Thursday, 27th January, 1870.

2nd.—That we received five tenders, which are hereto annexed in due time, and that we accepted the tender of Patrick Fogarty for the building of bridge, £75—forming, and draining, and clearing 1,000 yards of roadway on Box Ridge, at 2s. 6d. per yard. That up to the time specified for receiving tenders we received no tender lower than that of Patrick Fogarty. That two others were rejected in consequence of being presented after the tenders hereto annexed were opened, and the parties were informed that their tenders were too late.

3rd.—That the remaining portion of the repairs was let by private contract to George Seymour, *viz*, 800 yards, at 2s. 6d. per yard; that the copy of advertisement calling for tenders is hereto annexed; that we attach hereto also the original tenders accepted and agreements for the performance of the work, and beg to request that the same be returned to us. That we have advanced the two contractors, Fogarty and Seymour, on account of work done up to the present time, the sum of £111, leaving a balance now to the credit of the Trustees in the Bank of New South Wales, Sydney, of £189; the works are progressing favourably and to the satisfaction of the Trustees up to the present time, and we have no doubt the works will be completed within the specified time.

We have, &c.,
T. D. FORD,
J. S. CUMMINGS,
Trustees.

Advertisement

Advertisement calling for Tenders.

TENDERS will be received by the undersigned up to noon on Thursday next, for the following works on the Tambaroora Road, viz. :—

No. 1.—1,000 yards of forming (more or less) on the Bathurst side of the Box Ridge; the roadway to be formed 24 feet wide; water-tables to be 18 inches high in the centre; water-drains where required to be 18 inches deep, 18 inches wide at top, and 12 inches wide at bottom.

No. 2.—One bridge over creek between Dog Trap Hill and Millmurra, span about 40 feet, piles or uprights will be about 15 feet long; timber to be either box or red-gum.

The two separate tenders will be opened at the residence of the undersigned on the above day.

(For the Trustees),

T. D. FORD.

MEMORANDUM of agreement made this 5th day of February, A.D. 1870, between the Trustees of the Tambaroora Road of the one part and George Seymour of the other part. The said George Seymour agrees to form, clear, and drain about 800 yards of roadway on the Turon side of the Box Ridge, as marked out by the Trustees; and for such work being duly and faithfully performed, the said Trustees do hereby agree to pay him at the rate of 2s. 6d. per yard—the roadway to be 24 feet wide.

(For the Trustees),

T. D. FORD.

GEORGE SEYMOUR.

MEMORANDUM of agreement made and entered into this 27th day of January, A.D. 1870, between Patrick Fogarty and party of the one part, and the Trustees of the Tambaroora Road of the other part, viz. :— That the said Patrick Fogarty and party doth agree to build a bridge over Deep Creek, on the Tambaroora Road, viz. :—Span to be about 40 feet; timber to be of box or red-gum; foundation logs to be embedded on the rock; the logs to be all securely keyed into the height of 11 feet; flooring to be 6 inches thick, securely fastened;—and for such services being duly and faithfully performed the Trustees agree on their part to pay the said Patrick Fogarty and party the sum of £75 sterling.

(For the Trustees),

T. D. FORD.

PATRICK FOGARTY.

MEMORANDUM of agreement made and entered into this 29th day of January, A.D. 1870, between the Trustees of the Tambaroora Road of the one part and Patrick Fogarty and party of the other part, viz. :— That the said Patrick Fogarty and party doth agree to form, cut, and clear about 1,000 yards of roadway on the Box Ridge, the same to be 24 feet wide, water-tables and drains where required, the drains to be 18 inches wide on top, 18 inches deep, and 12 inches wide in the bottom, the whole to be done to the satisfaction of the Trustees;—and for such services being duly and faithfully performed the Trustees on their part agree to pay the said Patrick Fogarty and party at the rate of 2s. 6d. per yard; the work to be completed in three months from this date.

(For the Trustees),

T. D. FORD.

PATRICK FOGARTY.

No. 7.

THE UNDER SECRETARY FOR LANDS TO THE TRUSTEES.

Department of Lands,

Sydney, 26 April, 1870.

GENTLEMEN,

In acknowledging the receipt of your letter of the 11th instant, enclosing certain documents relating to your accounts for expenditure on the road from Kelso to Tambaroora, I am directed to point out to you that you have not fully complied with the requirements of the letter addressed to you from this office on the 6th instant, inasmuch as the detailed statement of your expenditure has not been supplied.

I have, &c.,

A. O. MORIARTY.

No. 8.

THE TRUSTEES TO THE SECRETARY FOR LANDS.

Kelso, 29 April, 1870.

SIR,

Referring to your communication of the 26th, we beg to say that we thought we had given all the information that could be necessary in our last.

We beg now to state that with regard to the *actual expenditure* out of the £300 placed to our credit, we have expended the sum of £151, of which £91 has been paid to Fogarty, one of the Contractors, and £60 to another (George Seymour); £40 of the latter sum has been paid since our last communication with you, which leaves a balance to the credit of the Trustees of £149 in the Bank of New South Wales.

One of the contracts is finished, the other not quite,—the inclemency of the weather being the cause of delay.

We really cannot understand the information sought, other than we have given.

We have, &c.,

JOHN CUMMINGS.

T. D. FORD.

1870-71.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

ROADS.

(CORRESPONDENCE, &c., RELATIVE TO PROPOSED ROAD FROM OSBORNE'S LAND TO OLD SOUTH ROAD.)

Ordered by the Legislative Assembly to be Printed, 1 February, 1871.

RETURN to an *Order*, made by the Honorable the Legislative Assembly of New South Wales, dated 8th November, 1870, That there be laid upon the Table of this House,—

“Copies of all Correspondence—including Minutes and Reports (from “January 1860) of the Officers of the Land and Survey Departments—“respecting the proposed opening of a Road from the north boundary of “James Osborne’s 640 acres near its north-west corner to the Old South “Road.”

(Captain Onslow.)

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ROADS.

No. 1.

GAZETTE NOTICE.

Department of Lands,
Sydney, 27 March, 1860.

ROAD.

HIS Excellency the Governor General, with the advice of the Executive Council, having deemed it expedient to open and make a parish road (to be maintained at the expense of the parishes through which it passes) from the eastern boundary of William M'Williams' (now Henry Badgery's) 640 acres at Sutton Forest to the Old Argyle Road $3\frac{1}{2}$ miles southerly of Sutton Forest, running through the lands granted to, or now occupied by, Messrs. Henry Badgery, William Johnson, John Adam Hirtel, and John Morrice: Notice is hereby given that, in conformity with the provisions of the Act of the Governor and Council 4 Wm. IV, No. 11, a plan and book of reference showing the intended line of the road above mentioned, are now deposited at the office of the Surveyor General in Sydney, and at the Police Office, Berrima; and all persons interested therein are requested to transmit, in writing, to the Clerk of the Executive Council, within one month from this date, any well-grounded objections which may exist to the formation of the road in question.

By His Excellency's Command,
JOHN ROBERTSON.

No. 2.

PETITION.

To the Surveyor General, Sydney.

S.G. 9980, 10 Sept., 1863.

SIR,

We, the undersigned, residents near the Barren Ground, having now no road to the township of Sutton Forest, nor to any road leading to Sutton Forest or elsewhere, humbly beg that you will cause a road to be opened for us, in as direct a line as possible, to the above township.

We beg to suggest—as Mr. R. J. Campbell has lately marked out a road leading from the north-east boundary-pin of Johnson's 805 acres at Reedy Creek to the Old South Road—that a road be carried across aforesaid Johnson's 805 acres, from the road leading past portion No. 1 (J. Lorterton's) to Johnson's north-east pin before mentioned. Awaiting your consideration, we beg to subscribe ourselves your humble servants,—

Edward Jennings.	James Jordan.
Stephen Butt.	Henry Butt.
Alfred Morley.	John Dimmock.
James Widgery.	Charles Butt.
Charles Jordon.	David Jeffery.
John Lorterton.	Charles Hammiste.
Fred. Jordon.	William Morley.
John Jordon.	Jessey Butt.
Charles Lorterton.	T. P. Dovey.
Joseph Banks.	Edward Staff.

MR. DISTRICT SURVEYOR TWYNAM may report on the necessity of this road. It appears that along the east boundary of Roberts' 805 acres a road may be necessary, but further than that it appears very doubtful. In cases of this kind it must be borne in mind that unless the roads are of an undoubted advantage to the general travelling public, they cannot be recommended to be formed at the public expense; and much unnecessary disappointment would often be spared if the surveyor explained the state of the practice of the department in such cases. A knowledge that the road could not be opened except at the expense of fencing by parties interested would often lead to an amicable arrangement of difficulties.—P.F.A., Sur. Genl., 5 Nov.

No. 3.

MR. DISTRICT SURVEYOR TWYNAM TO THE SURVEYOR GENERAL.

Goulburn, 15 March, 1864.

SIR,

In accordance with your instructions, B.C., No. 63-3,624, of November 5, accompanying a petition by inhabitants for a road from a locality known as the Barren Grounds, near Sutton Forest, in the county of Camden, I have fully inspected all the roads in the vicinity, and have seen many of the parties interested. See No. 2.
Papers herewith.

1. I have the honor to report to you that there are fifteen settlers located at the Barren Grounds, all residing on and improving their respective conditional purchases. Twelve of these settlers have families; and the extent of improvements, comprising substantial fencing, clearing, and dwellings, is a guarantee of the *bona fide* settlement of the land, and entitles their claim for a road to favourable consideration.

2. There is a line of road, recently surveyed by Mr. R. J. Campbell, licensed surveyor, as shown on the accompanying sketch* by a given line, passing through the property of Mr. Badgery for about 3 miles, to which that gentleman objects, on the grounds that the severance of his property is injurious; that no commensurate benefit will accrue to the public by the adoption of that particular line to compensate for that injury and the cost of fencing; and that there are other and equally practicable roads to be found, the adoption of either of which will divide the cost of fencing and loss of land amongst several individuals, instead of throwing the burden on one. * Appendix A.

3. I have inspected a road surveyed along the boundary between Badgery's 1,920 acres and Roberts' 805 acres; thence in a diagonal direction across Morrice's 226 acres to a reserved road leading into the Old Argyle Road. It is alleged by the petitioners that this road is impassable. I have to report that it is a practicable road, and can be rendered passable with a little labour, requiring only a culvert over Reedy Creek. From the south-east corner of Morrice's 226 acres, this road ascends a spur of firm strong soil, the gradient not being difficult; thence it follows nearly the direction of an old track along the top of the range to a reserved road leading into the Old Argyle Road, as shown on accompanying sketch by the red line. The road as reserved on the northern and eastern sides of Morrice's 226 acres is useless, being too steep for any draught traffic.

4. There is a track used at present by the residents at the Barren Grounds, which passes through the portion of 1,190 acres not sold, near Reedy Creek. It is in a very bad state for about a mile, being very boggy; thence to the Old Argyle Road it passes over firm sandy soil, and may be considered to be a good bush road. This track is rather circuitous for communication with Sutton Forest, but can be much shortened and improved.

5. There is no probability of a road to the Barren Grounds becoming a thoroughfare of importance; the road applied for is required only for the use of the settlers in that locality, and it is submitted that their claims would hardly warrant the adoption of the road surveyed by Mr. Campbell, involving the expenditure for fencing about 4 miles of road on both sides, through Mr. Badgery's enclosed lands.

6. I have the honor to recommend the survey and opening of a road to be fenced at the cost of the proprietors, from the south-east to the north-east corner of Roberts' 805 acres; thence through Morrice's 226 acres to the Old Argyle Road. The fencing on the north boundary of Roberts' 805 acres is in a very dilapidated state; along the eastern boundary it is very old, and of indifferent quality; around Morrice's 226 acres it is new and good, and I think that the cancellation of the old reserved road would compensate for the severance of the portion and the re-erection of fencing.

7. I have to suggest the advisability of the immediate withdrawal from sale of all measured lands on the road mentioned in paragraph 4 above, and the survey of the best line of road which can be found in that direction, approximately indicated by a yellow line on the tracing herewith transmitted.

I have, &c.,
EDWARD TWYNAM.

Mr. D. Surveyor Twynam may be instructed to cause the survey of the line recommended by him, and requested to show the position of the level crossing at the corner of Alston's 395 acres, and described as N.E., meaning probably N.W. The report is an able one, evincing great care and attention in the examination of the country, and as such should be acknowledged.

P.F.A., 14 June.

No. 4.

J. MORRICE, Esq., M.P., to THE SURVEYOR GENERAL.

Sydney, 24 March, 1864.

SIR,

I beg to have the honor to inform you that I object *in toto* to the report of Mr. Surveyor Twynam, to the road as recommended by him to be opened. As I had previously been informed by you that he was to give me notice before inspecting such roads, I consider that I have been very much ill-used in this matter. There can be no excuse for him not giving the notice to me. I was at my home, Sutton Forest, from the 5th to the 15th, from the 19th to the night of the 21st instant, and never got any information; besides, when I am not there, I am to be found at the Legislative Assembly. Mr. Osborne and I, with others, were the first applicants for a road out, since which a number of others have also applied for the same, and this road now recommended is entirely in opposition to the one we require, and in wet weather the greater portion is impassable and bad, is a roundaway route leading towards Goulburn instead of to the village of Sutton Forest, and the railway station about to be erected on the old line at Sutton Forest. The road now recommended is one having been objected to, and brought before the notice of the Executive Council, objections considered, and road disallowed. Mr. Surveyor Gordon was sent up by the Government, examined the different roads, and reported in favour of the one then applied for. A decision of the Minister for Lands, Mr. Robertson, was given that Mr. Surveyor Campbell was to get instruction to mark the road now applied for (which was done and marked), and if Mr. Badgery objected to the people travelling on such marked road, it was then to be proclaimed. This is a road that has been travelled on by the people for upwards of twenty years. This road now recommended is entirely useless to us, and will be of very great inconvenience to all concerned, and another will have to be applied for by us, and if not obtained, will have to be sought for in another quarter.

I have, &c.,
JOHN MORRICE.

Mr. Twynam is requested to report what steps he took to communicate with Mr. Morrice, he having been repeatedly urged to the necessity of seeing the owners of lands through which intended roads pass, and Mr. Morrice resided in the vicinity.

P.F.A., B.C., 31 March, 1864.

No. 5.

MR. DISTRICT SURVEYOR TWYNAM to THE SURVEYOR GENERAL.

Goulburn, 22 May, 1864.

SIR,

In accordance with your request I have again visited Sutton Forest, to determine on the road which it is expedient to open through the property of Mr. Henry Badgery.

Papers and plan
herewith.

On reference to my report, No. 64/119, the necessity is shown for a public road from the locality known as the Barren Grounds to a main thoroughfare leading towards Sutton Forest; and I do not see any reason to alter my opinion that the road surveyed by Licensed Surveyor Evans is the better road, taking all the circumstances of the case into consideration.

Accompanied by Mr. John Morrice, I re-examined the road existing and proposed about his 226 acres. This portion of land is fenced with a substantial fence, and the timber is all ringbarked. There is no doubt that the severance thereof will materially affect its value. On examination of the ground, I found that nearly as good a road is to be obtained as shown by the strong red line on accompanying sketch,* thus avoiding interference with that enclosure.

* Appendix B.

At the suggestion of Mr. Morrice, I inspected several other routes pointed out by him; and I have to report to you that a very good road can be obtained from the reserved road at the N.W. corner of J. Alston's (now Morrice's) 395 acres along the eastern side of the Southern Railway to about the middle of Badgery's 300 acres; and

and thence crossing the railway to the south-east corner of Joseph Underwood's (now Lord's) 500 acres; thence following the eastern boundary of that portion of land to the public road leading from Sutton Forest to Shoalhaven, as shown on the accompanying sketch by blue dotted line.

It will be observed that this road, which passes over sound ground with easy gradients, passes entirely through private property, and that about 1,400 rods of fencing will be required to prevent trespass, even after taking advantage of the railway fence and other existing fences; necessitating also a second crossing of the railway. As it is frequently proposed to take advantage of the railway fence for a road, it is not inopportune to remark here that it is questionable whether the saving thereby effected would justify the danger incurred to the public by frightened cattle in draught or otherwise.

Another line, to which there are no natural obstacles, but which involves the same amount of fencing, is from the n.w. corner of Wm. M'Williams' (now Badgery's) 640 acres to the s.e. corner of Gooding's (now Elsmore's) 60 acres; thence along the boundary between Elsmore and Badgery to the Old Argyle Road.

Under the existing law and practice of the department, I cannot advise the adoption of either of the last two described routes, nor the road surveyed by Mr. Campbell; but assuming that the applicants are entitled to the nearest access to a public road, I have to recommend the survey and opening of the road from the n.w. corner of John Alston's 395 acres along the northern boundary of M'Williams' 640 acres; and thence to the n.e. corner of Morrice's 226 acres, where such road would meet the reserved road leading into the Old Argyle Road. It appears to me that this route would meet the requirements of the applicants, and would divide the injury or loss (if any) amongst several proprietors, instead of throwing all the burden upon one. The amount of fencing required to prevent trespass for the opening of this road (making use of the existing fences) is about 520 rods. There must be a crossing of the railway to afford access to Alston's (now Morrice's) 395 acres, and there appears to be a suitable place for a level-crossing near the n.e. [*qy.* n.w.] corner of that land; but before any survey be carried out, it is advisable to ascertain the views and intentions of the Commissioner for Railways with regard to level-crossings or bridges in this locality.

It is urged by Mr. Morrice that the road which I recommend will be of little or no use to the parties interested, because the Old Argyle Road is in such a bad state of repair as to be nearly impassable during or after heavy rain; but being a public road, an important thoroughfare, and maintained by annual grant (see Schedule, Road No. 46), I submit that such objections cannot be allowed.

I have, &c.,

EDWARD TWYNAM,
District Surveyor.

No. 6.

THE SURVEYOR GENERAL TO DISTRICT SURVEYOR TWYNAM.

24 June, 1864.

SIR,

In reference to your letter of the 22nd ultimo, reporting further upon the road from the Barren Grounds to Sutton Forest, I have the honor to request that you will be good enough to direct the survey of the road which you therein recommend should be opened, and that you will show the position of the spot at which you think a level-crossing of the railway may be obtained. This you state may be probably had at the n.e. corner, intending doubtless the n.w. corner, of Alston's 395 acres.

2. I take this opportunity of expressing my satisfaction at the completeness of your report in this matter, from which it is apparent that considerable care and attention were bestowed in the examination of the country.

I have, &c.,

W. R. DAVIDSON,
Surveyor General.

No. 7.

JOHN MORRICE, Esq., to THE SURVEYOR GENERAL.

Browley, Berrima,
17 October, 1864.

SIR,

Application having been made, some months back, by a number of landed proprietors and others, to the District Surveyor, Mr. Twynam, for a road through Mr. Henry Badgery's property, to connect them with the main road leading to the proposed railway station at Sutton Forest,—in compliance with such application, I am given to understand, Mr. Twynam caused a survey to be made, and reported in favour of a road which will give little if any benefit to the parties applying, and, moreover, cause the greater portion of the inhabitants much loss and inconvenience, by having to make a circuit of nearly five miles over a road, one part of which in winter time is impassable, from the boggy nature of the country and an almost inaccessible hill on another portion, thereby preventing them from getting to any portion of the railway works now in progress. Having carefully examined the country, I find a much more direct and sound road can be made, by starting from a new marked road which intersects the railway line, by following such line for about one and a quarter mile, then bearing across Mr. Badgery's property for half a mile to the boundaries of J. Elsmore's and J. Badgery's land (who at present have no outlet), and by a straight line along the boundary of Underwood's grant to the Shoalhaven Road, within half a mile of the Sutton Forest Post-office, at the village. By referring to the map you will perceive that this proposal will not deprive Mr. Badgery of more land than the one proposed by Mr. Twynam. The parties chiefly interested have lately purchased and improved their property, varying in area from 40 to 200 acres, besides old proprietors (one holding a publican's license), who at present have to travel through Mr. Badgery's land on sufferance. I believe I can state, without fear of contradiction, that nearly the whole of the inhabitants of this portion of the district would advocate the line I suggest. I have therefore the honor to request that you will give this matter your early and favourable consideration. This line would meet the means of all parties interested.

I have, &c.,

JOHN MORRICE.

No. 8.

MR. LICENSED SURVEYOR HAUGHTON TO THE SURVEYOR GENERAL.

Sutton Forest,
27 October, 1864.

SIR,

* Appendix C.
Book of refer-
ence and plan
herewith.
Plan received,
15 Dec., '64.

I have the honor herewith to transmit a plan* and book of reference of a road commencing at a point on the western boundary of James Osborne's 640 acres, at the Barren Grounds, to the south-western corner of Henry Badgery's 404 acres 2 roods, surveyed in accordance with your letter of instructions, No. 64/1378, of the 24th June.

From a point on the western boundary of James Osborne's 640 acres to the boundary between James Osborne's and Alston's 395 acres, the road goes over level land, swampy in places, requiring drainage. Thence to the boundary between John Alston and Henry Badgery's 1,920 acres the road goes over gently undulating ground, offering no difficulty, except one swampy place requiring drainage. Thence to the boundary between William M'Williams' (now Henry Badgery's) 640 acres and John Morrice's 805 acres, the road goes over a suitable course, offering no difficulty; thence to Reedy Creek, the boundary between John Morrice and John Adam Hertel, the proposed course of the road is still level and dry. A bridge will be required over Reedy Creek, the width of which at this place is about 6 feet wide and 4 feet deep, with sound clay banks. Thence to the boundary between John Adam Hertel and James Nye's 60 acres the ground is slightly swampy in wet weather, and will require drainage in places. Thence to the boundary between James Nye and Henry Badgery's 1,920 acres the proposed road rises a long spur, with a uniform incline of about 1 in 20. Thence to the boundary between Henry Badgery's 1,920 acres and Henry Badgery's 404 acres 2 roods the road still rises the spur, with a gradient of about 1 in 25 to the bend in the road, from which the ground is quite level and firm. Thence to the south-west corner of Henry Badgery's 404 acres 2 roods, where it joins the Old Argyle Road at Jones' hut, the road follows a level and suitable course, crossing two slight swamps and one small creek, which will require a culvert.

I have, &c.,

J. B. HAUGHTON.

BOOK of Reference of Road from the south-east corner of Wm. M'Williams' (now Henry Badgery's) 640 acres, at the Barren Grounds, to the Old Argyle Road, $3\frac{1}{4}$ miles southerly from Sutton Forest, to be opened as a parish road, under the Act of Council 4 William IV, No. 11, in lieu of the road preliminarily notified in the *Government Gazette* of 27th March, 1860, folio 621.

No.	Portion of road.	Reputed owner.	Occupier.	Character of land.	Bearings.	Length in chains.	Enclosures.	Character and state of preservation of fencing.	Cultivation.	Breadth of road.	Area.	Remarks.
1	From a point on the west boundary of James Osborne's 640 acres, to the boundary between James Osborne's 640 acres and John Alston's 395 acres.	James Osborne	John Morrice ...	Forest land	North	30.30	One	Good 2-rail	None	Road one chain wide throughout.	a. r. p. 3 0 5	
2	From the last-mentioned boundary to the boundary between John Alston's 395 acres and Henry Badgery's 640 acres, at the north-east corner of that 640 acres.	Reserved road...	John Alston ...	Forest land	North	50.62	One	Good 2-rail	None		5 0 10	Reserved road
3	From the last-mentioned boundary and corner to the boundary between Henry Badgery's 640 acres and William Roberts' (now John Morrice's) 805 acres.	Henry Badgery	Henry Badgery	Forest land	W. 37° S.	78.81	One	Old 2-rail ...	None		7 3 12	
4	From the last-mentioned boundary to the boundary between William Roberts' (now John Morrice's) 805 acres and John Adam Hertel's 640 acres.	John Morrice ...	John Morrice ...	Forest land	W. 37° S.	21.40	One	Old 2-rail ...	None		2 0 22	
5	From the last-mentioned boundary to the boundary between John Adam Hertel's 640 acres and James Nye's 60 acres—the latter being a portion of the subdivision of Henry Badgery's 1,920 acres.	J. A. Hertel ...	J. A. Hertel ...	Paddock ...	W. 37° S.	12.85	One	Old 2-rail ...	None		1 1 5	
6	From the last-mentioned boundary to the north boundary of James Nye's 60 acres.	James Nye	James Nye	Forest land	N. 40° 49' E.	18.38	One	Old 2-rail ...	None		1 13 14	
7	From the last-mentioned boundary to the boundary between Henry Badgery's 1,920 acres and Henry Badgery's 404 acres 2 roods, at the east termination of a reserved road.	Henry Badgery	Henry Badgery	Forest land	N.-west	38.10	One	Old 2-rail ...	None		3 3 9	
8	From the last-mentioned boundary to the eastern side of the Old Argyle Road, at the south-western corner of Henry Badgery's 404 acres 2 roods.	Reserved road...	Henry Badgery	Forest land	West ...	102.75	One	Good 3-rail & cockatoo.	None		10 1 4	Reserved road dedicated to the public in the subdivision of surrounding land, — the Crown.

J. B. HAUGHTON,
Licensed Surveyor.

MEMORANDUM

MEMORANDUM of subjects requiring explanation or completion in connection with the survey and plan of road from the western boundary of James Osborne's 640 acres, at the "Barren Grounds," to the south-west corner of Henry Badgery's 404 acres 2 roods, transmitted by Mr. Licensed Surveyor Haughton, in his letter No. 64/145, of the 27th October, 1864, and on which Mr. Haughton's report in explanation is requested.

Subject.

Report.

The bearing of line No. 3 by traverse table is stated as 198 degrees 42 minutes; Mr. Haughton has plotted it 202 degrees 10 minutes.—Which is correct?

The bearing as stated in traverse table, viz., 198 degrees 42 minutes, is correct.

J. B. HAUGHTON.

And to explain discrepancy existing with respect to length in rods of fencing required to enclose a portion of road running through James Nye's land, length 18 chains 38 links, equal to 147 rods of fencing, instead of 73 rods as stated by Mr. Haughton; also through H. Badgery's 38 chains 10 links, equal to nearly 305 rods of fencing, instead of 152 rods as stated by him; also to explain the reason why he has placed in his book of reference J. Osborne as occupier instead of J. Morrice as mentioned by Mr. District Surveyor Twynam; and J. Alston instead of John Morrice, owner.

The rods of fencing required through James Nye's land should be 147 instead of 73 rods as stated by me.

J. B. HAUGHTON.

The rods of fencing required through H. Badgery's land should be 305 instead of 152 rods as stated by me.

J. B. HAUGHTON.

J. Morrice is the nominal occupier of J. Osborne's 640 acres, although as far as I ascertain he pays no rent to J. Osborne, who is the owner.

J. B. HAUGHTON.

John Morrice is the owner and occupier of the 395 acres mentioned by me as belonging to John Alston.

J. B. HAUGHTON.

For the Surveyor General,

P. F. ADAMS.

To be returned.

There being an error in plot, is a new plan requisite?—E.T., 14/2/65.

MEMORANDUM of information as to enclosures, works required, &c., on the road from a point on the western boundary of James Osborne's 640 acres to the south-west corner of Henry Badgery's 404 acres 2 roods, the distance being 4 miles and 33.21 chains.

Owner or occupier.	Cultivated land.	Enclosed lands.		Description of existing fence.	Rods of fencing requiring to be erected, or removed to enclosed road.	Probable cost per rod of required fencing.	Cost of clearing line.	Amount of necessary expenditure.	Culverts or bridges.	Objections, apparent or specific.
		Cleared.	Un-cleared.							
Henry Badgery	Uncultivated..	Uncleared.....		Old 2-rail	315	4s.	£ 63 0 0			
John Morris	Do.	Do.		Do.	85	4s.	17 0 0			
John Adam Hertill	Do.	Partly cleared...		Do.	51	4s.	10 4 0			
James Nye	Do.	Uncleared.....		Do.	146	4s.	14 12 0			
Henry Badgery	Do.	Do.		Do.	300	4s.	30 8 0		One bridge—£15. One culvert—£6.	

	£	s.	d.
Cost of fencing	135	4	0
Do. clearing	108	0	0
Do. culverts	5	0	0
Do. bridges	15	0	0
Total amount	£ 253	4	0

J. B. HAUGHTON, L.S.

No. 9.

MEMO. BY SURVEYOR GENERAL.

REFERRING to instructions given to Mr. District Surveyor Twynam, for the survey of a road from the Barren Ground to Sutton Forest, Mr. John Morrice has stated that he considers it would be a preferable course to delay the survey of the road in question until further legislation provides another means of opening roads than by fencing. It is doubtful if this is a road of sufficient importance to be fenced at the public cost, and there appears to be grounds for considering Mr. Morrice's recommendation that the road pointed out by him would, if opened, be the most useful line to the greater number of inhabitants, and supersede the line for which instructions have been issued. Should Mr. Twynam concur in this, he will stay further proceedings, and cause the survey of the line recommended by Mr. Morrice's, which has several undoubted advantages, and will avoid using the Old South Road, which is in a very bad state.—P.F.A., 4 November, 64-2369.

No. 10.

THE SURVEYOR GENERAL TO DISTRICT SURVEYOR TWYNAM.

12 November, 1864.

SIR,

Referring to the instructions issued to you on the 14th June last, No. 1,378, for the survey of a road from the Barren Ground to Sutton Forest, I have the honor to request that, as it is doubtful whether the road in question is of sufficient importance to warrant the fencing being erected at the public cost, and that as there appear to be grounds for considering that the line suggested by Mr. John Morrice would be the most useful to the greater number of the inhabitants, and otherwise supersede the line for the measurement of which instructions have been issued, you will, should you concur in the desirability of the substitution, stay further proceedings, and cause the line recommended by Mr. Morrice to be surveyed, which, among other advantages it possesses, will avoid the necessity of the Old South Road (which at present is in a very bad state) being used.

I have, &c.,
W. R. DAVIDSON.

No. 11.

No. 11.

MR. DISTRICT SURVEYOR TWYNAM TO THE SURVEYOR GENERAL.

Goulburn, 28 December, 1864.

SIR,

I have the honor to acknowledge the receipt of your letter, No. 64-2369, of the 12th November ultimo, requesting me to stay further proceedings in the survey of the road from a locality known as the Barren Grounds to the Old South Road, near Sutton Forest, in the county of Camden.

2. In reply, I have to inform you that the survey of this road was completed by Mr. Licensed Surveyor Haughton previous to the receipt of your letter, and that the plan was transmitted to your office on the 10th instant.

3. With regard to the argument advanced for the adoption of another road, on the grounds that such alteration will avoid the necessity of using the Old South Road, I would beg to draw your attention to the fact that the Old South Road must be maintained; that it affords access to much alienated land; that it is a main line of communication, being common to the several branch roads; that there is much traffic upon it, particularly the carriage of railway plant; and that this traffic will certainly not decrease for two or three years; that the course of this road is generally good, with easy gradients over firm soil, but that for want of more surface drainage in places and ordinary repairs it becomes nearly impassable during the winter season; therefore, as it appears that it would be necessary to expend a sum of public money in the opening of the more direct road sought to be obtained by petitioners and Mr. John Morrice, it is worthy of consideration whether it would not be more advisable to supplement the present route to the Old South Road, and thus secure one good road, instead of two roads in their natural state, and impassable in the winter season.

Requesting the favour of a written communication from you before proceeding with the survey of the road proposed by Mr. Morrice,—

I have, &c.,
EDWARD TWYNAM.

The plan is catalogued, so a tracing is forwarded, which Mr. Twynam will be good enough to return with the papers.—P. F. ADAMS, B.C., 20 March, 1865.

No. 12.

MEMO. FOR DEPUTY SURVEYOR GENERAL.

THE road herein referred to, viz., from the south-east corner of William M'Williams' (now Henry Badgery's) 640 acres, at the Barren Grounds, to the Old Argyle Road, $3\frac{1}{2}$ miles southerly from Sutton Forest, requires consideration before recommending it to be opened as a parish road, preliminarily notified in the *Gazette* of 27th March, 1860, fol. 621.

The road previously notified was not confirmed, in consequence of the objections raised by ———; and the Executive Council, on the ———, considered it inexpedient at present to open the road. Similar objections will probably be raised to this. See Mr. Morrice's letter, No. 64-12430, recommending another line.

* 62-6707 Survey
No.
62-2347 Lands
No.

As the papers* are missing in connection with the above-mentioned notified road and its continuation, a plan of that continuation was approved of by the Executive Council, but not gazetted. Action may therefore be taken, I presume, upon the present road without them, as a road in the neighbourhood of the Barren Ground is urgently required.

The amount of cost of fencing the portion of road which passes through the enclosed lands will amount, according to my estimate, to £182 8s. Mr. Haughton has only allowed for a single line passing through James Nye's land and Badgery's 1,920 acres. It should be a double line. A printed memo. is herewith to be forwarded to him, to learn the reason why he allowed only for a single instead of a double line.—T.H.L., 18/1/65.

Send the memo. to Mr. Haughton, and return papers.—P.F.A., 20th.
Forwarded to Mr. Haughton. 21st Jany., 1865.

No. 13.

MR. DISTRICT SURVEYOR TWYNAM TO THE SURVEYOR GENERAL.

Sutton Forest, 8 March, 1865.

SIR,

With reference to a proposed road from the Barren Grounds to the Old Southern Road, near Sutton Forest, in the county of Camden, lately surveyed by Mr. Licensed Surveyor Haughton,—I have now the honor to state that, in consequence of the formation of the railway, certain alterations in said road appear to be desirable; and I would beg to suggest that further proceedings in the opening of the same be stayed until I can communicate with you again on the subject. Should it not be inconvenient, the plan and book of reference might be returned to me for amendment.

I have, &c.,
EDWARD TWYNAM.

No. 14.

MR. DISTRICT SURVEYOR TWYNAM TO THE SURVEYOR GENERAL.

Goulburn, 26 April, 1865.

SIR,

With reference to your letter of the 12th November (No. 64/2369), returning to me for further consideration and report the papers connected with a road applied for to be opened from the Barren Grounds to Sutton Forest, in the county of Camden,—I have the honor to inform you that I have surveyed the line of road which you indicated as being most adapted to meet the requirements of the inhabitants; and I transmit herewith a *plan of the same, together with a book of reference, showing also on the plan, for the more convenient consideration of the question, the other roads which have been surveyed at different times with the same object in view.

* Appendix D.

A road from the Barren Grounds to Sutton Forest is applied for by the proprietors of land in the former locality, comprising six freeholders (two non-resident), who have no immediate access to Sutton Forest, which is the nearest post office, village, and railway station, except on sufferance by passing through alienated and enclosed lands.

Of

Of the three roads shown on plan,—the road now surveyed is coloured red, is the more direct, and in its natural state presents least difficulties to communication. The road shown by black dotted line, proclaimed in 1860, but not confirmed, is the nearest practicable access for inhabitants to a main road; the road shown by red dotted line, as an alternative line to the last-mentioned road, avoiding the severance of John Morrice's 226 acres, but involving the ascent of a rather steep range.

It has hitherto been the practice of the Government to fence roads passing through enclosed alienated lands. The cost of fencing required for the three roads above mentioned would be respectively,—by the road through Morrice's 226 acres, £204; by the road from Jas. Osborne's 640 acres, along the northern boundary of Wm. M'Williams' 640 acres, and along the northern boundary of John Morrice's 226 acres, £156: by the road now surveyed, through W. Roberts' 805 acres, Badgery's 1,920 acres, and Underwood's 500 acres, £343.

It would appear desirable to adopt the road now surveyed, being the more direct and the better road under all conditions; but the cost for fencing is £187 more than by the other road (red dotted line).

As this road cannot be considered as a thoroughfare of public importance, but is merely required to afford communication between the above-mentioned inhabitants and Sutton Forest, I cannot recommend it to be opened as a parish road under the Act now in force, which would involve the expenditure of at least £156 for fencing to prevent trespass, and a further sum for clearing away timber, say about £20.

I have to draw your attention to the fact that the enclosures intersected are not under cultivation, but are with one exception bush paddocks used for pasture; therefore it would appear that this is a road to which the contemplated alteration in the law relating to roads is peculiarly adapted.

I have, &c.,
EDWARD TWYNAM.

Under existing legislation it is impossible to recommend the opening of the road. From the surveyor's report it is evidently one of those cases for which special legislation is contemplated; it is therefore recommended that the case should stand over for the present.

Under Secretary for Lands.

For the Surveyor General,
P. F. ADAMS,
13 November.

BOOK of Reference of part of the Road from the Barren Grounds to Sutton Forest, viz.:—from the south-west corner of William M'Williams' (now Henry Badgery's) 640 acres, to the road from Sutton Forest to Shoalhaven, at a point within Mary Larkin's 100 acres (now Henry Badgery's), to be opened as a Parish Road, under the Act of Council 4 William IV, No. 11, in lieu of the road preliminarily notified in the Government Gazette of the 27th March, 1860, folio 621.

No	Portion of road.	Reputed owner.	Occupier.	Character of land.	Bearings.	Length in chains.	Enclosures.	Character and state of preservation of fencing.	Cultivation.	Breadth of road.	Area.	Remarks.
1	From a public road at the north-western corner of John Lorterton's 83 acres, conditionally purchased, and south-west corner of William M'Williams' 640 acres, purchased to the boundary between William Roberts' 805 acres and Henry Badgery's 1,920 acres.	The representatives of James Johnson, deceased.	John Morrice ...	Forest, very poor soil.	Westerly and northerly.	9,900	Three	Very old—cannot bear removal.	None	One chain wide throughout.	a. r. p. 9 3 24	
2	From the last-mentioned boundary to the boundary between Henry Badgery's 1,920 acres and Joseph Underwood's 500 acres.	Henry Badgery	Henry Badgery	Thick forest, fine pasture land, good soil, timber killed in places.	Northerly.	18,750	Three	Very old—cannot bear removal.	None		18 3 0	
3	From the last-mentioned boundary to the boundary between Joseph Underwood's 500 acres and Mary Larkin's 100 acres, now Henry Badgery's.	Joseph Underwood.	James Campbell	Thick forest...	Northerly.	9,230	Three	Good 3-rail fence.	None		9 0 37	
4	From the last-mentioned boundary to the road leading from Sutton Forest to Shoalhaven, within Mary Larkin's 100 acres, now Henry Badgery's.	Henry Badgery	Henry Badgery	Thick forest...	Northeasterly.	1,000	None	.....	None		1 0 0	

EDWARD TWYNAM,
District Surveyor.

MEMORANDUM of Information as to Enclosures, Works required, &c., on the Road from the Barren Grounds to Sutton Forest, the distance being 4 miles and 6,880 chains.

Owner or occupier.	Cultivated land.	Enclosed lands.		Description of existing fence.	Rods of fencing requiring to be erected, or removed to enclosed road.	Probable cost per rod of required fencing.	Cost of clearing line.	Amount of necessary expenditure.	Culverts or bridges.	Objections, apparent or specific.
		Cleared.	Uncleared.							
1. Representatives of the late James Johnson.	None...	chains lineal. 560	chains lineal. 9,400	Very old 2-rail and sapling fencing—cannot bear removal.	792	3s.	say £10	£ s. d. 118 16 0	1 culvert at £5. 1 culvert at £2.	Fencing required on both sides.
2. Henry Badgery	None...	.....	18,750	Very old fencing—cannot bear removal.	1,138	3s.	say £10	169 4 0		Fencing required partly on both sides, and partly on one side.
3. Joseph Underwood, James Campbell, occupant.	None...	.....	9,230	Good 2-rail fencing on eastern bounda.	369	3s.	...	55 0 0		Fencing required on one side only.
4. Henry Badgery .....	.....	.....	.....	.....	.....	.....	.....	.....		Not enclosed.

Total rods of fencing required—2,239.

£ s. d.
Cost of fencing ... 343 0 0
do clearing, say ... 20 0 0
do culverts ... 7 0 0
do bridges
Total amount ... £ 370 0 0

No. 15A.

H. BADGERY, Esq., to THE MINISTER FOR LANDS.

Vine Lodge, Berrima,
12 September, 1865.

SIR,

Having been given to understand that it is desirable to alter the road from the free selectors, south of my property, to Sutton Forest, I beg to state that I shall offer no objection to the last line marked by Mr. Twynam through my property, provided that it is fenced off without delay, or that I am allowed a sum equivalent to the expense of fencing; notwithstanding I have upwards of three miles of road through my land without any compensation, besides the railway running across it.

I have, &c.,

HENRY BADGERY.

Surveyor General.—B.C., 13 September, 1865, M.F.

See No. 14.

See my report on 65-6435. That paper was accidentally put away, awaiting the Road Bill then before Parliament.—P.F.A., 13 Novr., 1865.

No. 15B.

MR. DISTRICT ENGINEER MACKENZIE to MR. DISTRICT SURVEYOR TWYNAM.

Great Southern Railway,
Engineer's Department,
Sutton Forest, 27 October, 1865.

MEMO. to E. Twynam, Esq., District Surveyor.

I have the honor to apply to you for information respecting a road which our plan shows as crossing the railway, by an over-bridge at about two miles south of Mr. Badgery's. Mr. Badgery informs me that the road is required for an outlet from Messrs. Morrice and Osborne's property, but that the one as mentioned above has been superseded. Will you be kind enough to inform me if such is the case, as I am delaying the construction of the bridge until I know whether it is required.

I have, &c.,

KENNETH MACKENZIE,
District Engineer.

MEMO.—It is presumed that the road referred to herein is a parish road, lately proposed to be opened from the N.W. corner of Alston's (now Morrice's) 395 acres. Proceedings for the opening of this road have been stopped, and I believe that another road will be adopted in lieu thereof. Communication across the railway, at the point indicated, is not necessary, as access may be obtained to Osborne's 640 acres, and Alston's 395 acres, by the bridge under the railway, erected near the south-eastern corner of the last-named grant.—E. TWYNAM, District Surveyor. Qucanbeyan, 28 Oct., 1865.

No. 16.

THE UNDER SECRETARY FOR LANDS to H. BADGERY, Esq.

Department of Lands,
Sydney, 22 November, 1865.

SIR,

Referring to your letter of the 12th September last, on the subject of the opening of a line of road from Barren Ground to Sutton Forest through your lands, I am directed to state, for your information, that in the present state of the law on the subject of roads of this character, it is not the intention of the Government to take steps for the opening of the line in question.

I have, &c.,

M. FITZPATRICK.

No. 17A.

J. MORRICE, Esq., to THE MINISTER FOR LANDS.

Beverley, 4 May, 1866,
Sutton Forest.

SIR,

I have the honor to forward you herewith a petition from a number of landholders, free selectors, and residents of the Barren Ground, Berrima District, hoping that you will give the matter your earliest consideration, that the bridge over the railway cutting at Beverley Park (now Mr. H. Badgery's estate), a proclaimed road, may be erected without delay.

I have, &c.,

JOHN MORRICE.

[Enclosure.]

Barren Grounds,
County of Camden, 27 April, 1866.

To the Honorable the Minister for Lands.

Sir,

We, the undersigned occupiers of freehold and other lands, at Barren Grounds, near Sutton Forest, county of Camden, having no road out, humbly petition that the following be proclaimed and opened, as being the best route both to Sutton Forest and Station, which is to be at Moss Vale, viz.:—From the free selectors, adjoining the railway at Barren Grounds, by the western boundary of Lorterton's 83 acres; thence along the northern boundary of Lorterton's 83 acres, S. Butt's 249 acres, and Freeman's 83 acres 3 perches, along the railway line to a bridge under the railway line, to the continuation of

11

of a Government marked road, along Alston's western boundary 394 acres, now John Morrice's; thence by the northern boundary line of MacWilliams' grant, now H. Badgery's, and named Beverley Park, across the railway line, where a bridge is to be erected; then by the railway line to near Mr. Hy. Badgery's house; thence by a line to the south-west corner pin of John Elsmore's land with John Badgery's south-east corner pin; thence by Elsmore's southern boundary to Underwood's land; then by the south boundary of Underwood's farm to the Shoalhaven Road, on to the village of Sutton Forest.

And your petitioners will ever pray, &c.

George W. Osborne.
Edward Jennings.
Edward Jennings, junior.
John C. Dimmock.
David Jeffrey.
Charles Jordan.
Joseph Banks.
George Banks.
Fred. Jordan.
Jesse Butt.
Stephen Butt.
Henry Butt.
Charles Butt.
John Lorterton.

Charles Lorterton.
John Lorterton, junior.
Samuel Tooth.
William Morley.
Alfred Morley.
Edmund Freeman.
E. G. Freeman.
John Adam Hertel.
Frederick Hertel.
Jame Nye.
William Stewart.
Mrs. Catherine Gough.
John Morrice.
James Osborne, agent John Morrice.

No. 17B.

J. MORRICE, ESQ., to THE COMMISSIONER FOR RAILWAYS.

Sutton Forest, 12 March, 1866.

SIR,

The road leading from the north-east corner of John Alston's 395 acres (now J. Morrice), running along the north boundary of M'Williams' 640 acres (now H. Badgery's) having been destroyed by the railway works (Robert and Forster's contract), I beg to request that you will be good enough to cause a bridge to be erected over the line, in order to restore the road to as good a condition as it was at the time when the same was first interfered with by the Commissioner for Railways, according to section 91, 22 Vict., No. 19.

I have, &c.,
JOHN MORRICE.

This matter is with the Lands Department, and nothing can be done until the road is finally decided upon by that department.—J.W., 14/3/67.

No. 17c.

J. MORRICE, ESQ., to THE SECRETARY FOR PUBLIC WORKS.

Browley, 22 June, 1866.

SIR,

I have the honor to say that you will have the goodness to inform me what has been done in regard to the erection of a bridge over the crossing of the railway line by a proclaimed road which you inspected on Mr. H. Badgery's land leading from my land at No. 6 contract. As this is the only road I have of getting out, and also a road in which the public are very much concerned, I am anxious that the bridge is attended to.

I have, &c.,
JOHN MORRICE.

Mr. Whitton, for report.—B.C., 27/6/66.

I have seen the Deputy Surveyor General on this matter, but he is not in a position to give a final reply at present. He will, however, make inquiry into the matter and let me know.—J.W., 11/7/66.

Resubmit when reply received.—J.R., 18/7/66.

Mr. Whitton.—B.C., 18/7/66.

No reply received.—J.W., 9/10/66.

Submitted, 9/10/66.—J.R.

Inform Mr. Morrice how the delay has arisen in replying to his letter.—J.R.

Wrote, 15/10/66.

Can the Under Secretary for Lands cause the matter to be expedited?—B.C., 15/10/66.—J.R.

Surveyor General.—17 Oct., M.F.

No. 18.

MEMO. OF SURVEYOR GENERAL.

REFERENCE has been made from the Department of Public Works as to the necessity of a second bridge over the railway at the n.w. corner of Alston's 395 acres; and in order to save some fencing and make the road more convenient to certain parties, it has been represented that a line of road, in lieu of that passing through Wm. Roberts' 800 acres could be got from the existing bridge, by following the railway a short distance and then going in a north-westerly direction to the line last surveyed.

On this subject Mr. D. S. Twynam's report is desired, as well as the necessity of the proposed bridge.

P. F. ADAMS.
11 July.

Forwarded to Mr. District Surveyor Twynam, for his report.—B.C., 20 July, 1866.—W.R.D.

No. 19.

No. 19.

MEMO. OF SURVEYOR GENERAL.

B.C., 22 August, 1866.

ON John Morrice's application respecting new line of road from Berrima to the railway station at Sutton Forest.

Mr. D. S. Twynam for report as to traffic, with a view as to its classification.

P. F. ADAMS.

No. 20.

REPORT OF MR. DISTRICT SURVEYOR TWYNAM.

Sutton Forest,
30 September, 1866.

SIR,

I have the honor to acknowledge the receipt of a petition by John Morrice and others for a certain road therein described from the Barren Grounds towards Sutton Forest, forwarded for my investigation under cover of your B.C. memorandum dated the 20th July; and having again inspected the locality and the various roads proposed, I have now the honor to report.

See large tracing
at the end.
* Appendix E.

2. With regard to the road applied for in the petition, shown on the accompanying plan* by the green colour, such road would involve the erection of another bridge over the railway (costing not less than £300 or £350), would sever Mr. Badgery's estate by a line in front of his homestead and dwelling-house, and for about $1\frac{1}{2}$ mile along and near railway passes over ground most unsuitable to resist traffic, and which, when enclosed by fences, would soon be rendered impassable by traffic, and to be maintained as a practicable roadway would require constant care and expenditure. To the majority of the inhabitants interested this road presents no special advantage, whilst to the largest landed proprietor it is most objectionable, and inflicts very considerable injury on his estate. I have no hesitation in stating that to Mr. John Morrice only, who is the owner of Alston's 395 acres, does this road offer peculiar convenience; to the other petitioners there is a more direct and a far better road to be obtained through William Roberts' 805 acres.

3. It is frequently represented to the Surveyor General that a roadway might be opened along the railway line from the Barren Grounds to the Shoalhaven Road. Such a road would be very circuitous, would involve a large expenditure for fences, and would pass over ground which would very soon become impassable by the traffic, besides requiring a further outlay for the removal of large fallen timber with which such line is very much encumbered, and for the erection of culverts and corduroy road, without which works the road would be impracticable.

4. With regard to Mr. John Morrice's claim for a road or for another bridge, I would point out that access is provided to his 395 acres, to James Osborne's 640 acres (occupied by John Morrice), and to the severed portion of W. M. Williams' 640 acres, by the bridge under the railway, and further access to James Osborne's 640 acres by the bridge over the railway; also that Alston's and Osborne's grants are not occupied by resident tenants, or improved in such a manner as to warrant any claim for direct or more convenient access. The land in question comprises dense forest with undergrowth, is enclosed, and much of the timber killed, and is used occasionally for stock. Further, as it appears to be impossible to meet Mr. John Morrice's views, except by large expenditure and the sacrifice of his neighbours' land and interests, I would submit that his claim for a road may be fully decided by an appeal to Quarter Sessions. Lest it should be supposed that the other petitioners earnestly desire to secure this road, I would remark that owing to their being debarred from all convenient access to their lands their signatures are to be obtained to any application for a road, and will be found subscribed to previous petitions for widely different roads in this same locality.

5. Further consideration and investigation convince me that the road last surveyed (coloured red on plan) is the road best adapted to meet the requirements of the case. It affords access to all inhabitants interested,—passes over ground best suited to resist the action of traffic,—would be the cheapest road to maintain in repair,—requires but comparatively insignificant expenditure for immediate use,—inflicts the least injury on private estate,—and will cost the least sum to open in respect of fencing and necessary works; and therefore I submit that proceedings for the opening of the same under the Act of Council should be continued.

I would here draw attention to the fact that this road affords access to Elsmore's lands and Wm. Roberts' 805 acres, which are partly improved and under cultivation, occupied by several families, and to which at present there is no road; and it must be admitted that the occupants of these lands have an equal claim for consideration with Mr. John Morrice.

6. With reference to the road indicated in your memorandum, I have to inform you that I have examined the ground, and find that a road is certainly possible; but the natural difficulties are of considerable magnitude, and would render the formation of the road costly and its regular maintenance absolutely necessary; and it would not afford such complete and convenient access as the road recommended in the preceding paragraph.

See large tracing
at the end.

I have prepared a plan of the locality, which is herewith transmitted, showing thereon all the roads which have been surveyed and proposed, and which I think will fully illustrate all the requirements and conditions of the case.

I have, &c.,

EDWARD TWYNAM.

No. 21.

THE SURVEYOR GENERAL TO THE UNDER SECRETARY FOR LANDS.

FROM the report of Mr. District Surveyor Twynam it appears that the road petitioned for is objectionable, as also the one proposed by myself, and that the road proposed by him is sufficient for the requirements of the neighbourhood, and will save the erection of the second bridge. I am therefore inclined to recommend its adoption in preference to any other.

The opening of this road would have taken place ere this, had it not been for the cost of fencing it through enclosed lands. If the Road Bill, now in course of submission to Parliament, passes into law, the opening of the road may be carried out at once; and if not, I should be inclined to recommend the expenditure of £300 (or thereabouts) in fencing it through enclosures; the full amount having been saved to the Government in the non-erection of the bridge.

Approved.—J.B.W., 22 Oct.

For the Surveyor General,

P. F. ADAMS,

22 October, 1866.

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No. 22.

THE UNDER SECRETARY FOR LANDS TO J. MORRICE, Esq., M.L.A.

Department of Lands,
Sydney, 7 November, 1866.

SIR,

Referring to the petition forwarded by you from certain occupiers of land at the Barren Grounds, praying for a road to be opened from the Barren Grounds to Sutton Forest village,—I am directed by the Secretary for Lands to inform you that it is considered advisable to defer the opening of a road in the locality in question pending further legislation with regard to roads; but should the Bill now in course of preparation not pass into law, steps will be taken for the opening of the line of road coloured red on the enclosed sketch, which appears, after mature consideration, to be most desirable.

Large sketch.
No tracing or sketch.

I have, &c.,
M. FITZPATRICK.

No. 23.

THE SURVEYOR GENERAL TO THE UNDER SECRETARY FOR LANDS.

The accompanying plan and book of reference of part of the road from the Barren Grounds to Sutton Forest, viz., from the south-west corner of William M'Williams' (now H. Badgery's) 640 acres, to the road from Sutton Forest to Shoalhaven, at a point situated within Mary Larkin's (now Henry Badgery's) 100 acres, are forwarded with the view to the opening of the line as a parish road, under the Act of Council 4 William IV, No. 11, in lieu of the road preliminarily notified in the Government Gazette of the 27th March, 1860, folio 621. See enclosures to No. 14.

For the Surveyor General,
P. F. ADAMS.

B.C., 5 June, 1867.

By minute 67-25, confirmed 20th June, 1867, the Executive Council has authorized the proclamation of this line of road. (See Roads, 67-1216.)

Copy of plan, &c., sent to Bench of Magistrates, Berrima, on 9th July, 1867.

No. 24.

Department of Lands,
Sydney, 12 July, 1867.

ROAD NOTICE.

His Excellency the Governor, with the advice of the Executive Council, having deemed it expedient to open and make a parish road (to be maintained at the expense of the parishes through which it passes), being part of the road from the Barren Grounds to Sutton Forest, namely, from the south-west corner of William M'Williams' (now Henry Badgery's) 640 acres to the road from Sutton Forest to Shoalhaven, at a point within Mary Larkin's 100 acres (now Henry Badgery's), in lieu of the road preliminarily notified in Government Gazette of 27th March, 1860, running through the lands supposed to be the property of the representatives of James Johnson, deceased, Henry Badgery, and Joseph Underwood: Notice is hereby given, that in conformity with the provisions of the Act of the Governor and Council, 4th William IV, No. 11, a plan and book of reference, showing the intended line of the road above named, are now deposited at the office of the Surveyor General, in Sydney, and at the Police Office, Berrima; and all persons interested therein are requested to transmit, in writing, to the Clerk of the Executive Council, within one month from this date, any well-grounded objections which may exist to the formation of the road in question.

By His Excellency's Command,
J. BOWIE WILSON.

No. 25A.

THE UNDER SECRETARY FOR LANDS TO THE CLERK OF THE EXECUTIVE COUNCIL.

Department of Lands,
Sydney, 16 July, 1867.

SIR,

In drawing your attention to the notice in the Government Gazette of the 12th July, respecting the intended formation of a parish road, being part of the road from the Barren Grounds to Sutton Forest from the south-west corner of Wm. M'Williams (now Hy. Badgery's) 640 acres, to the road from Sutton Forest to Shoalhaven, at a point within Mary Larkin's 100 acres, I am directed to request that you will have the goodness, at the end of one month from the date thereof, to inform me whether any objections have been received by you in respect of the said road, in pursuance of the notice alluded to.

I have, &c.,
M. FITZPATRICK.

No. 25B.

THE UNDER SECRETARY FOR LANDS TO THE BENCH OF MAGISTRATES, BERRIMA.

Department of Lands,
Sydney, 19 July, 1867.

GENTLEMEN,

I have the honor to forward, for deposit in the Police Office, Berrima, for public inspection and information, copies of a plan and book of reference of a road which is about to be opened as a parish road under the Act of Council 4th William IV, No. 11, from the Barren Grounds to Sutton Forest, viz., from the s.w. corner of W. M'Williams' (now H. Badgery's) 640 acres to the road from Sutton Forest to Shoalhaven, at a point situated within Mary Larkin's (now H. Badgery's) 100 acres, in lieu of the road preliminarily notified in the Government Gazette of 27th March, 1860, the receipt of which documents you will be good enough to acknowledge. See enclosures to No. 14.

I have, &c.,
MICHL. FITZPATRICK,
Under Secretary.

No. 26.

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No. 26.

H. BADGERY, Esq., to THE CLERK OF THE EXECUTIVE COUNCIL.

Vine Lodge, Sutton Forest,
2 August, 1867.

SIR,
With reference to a road through my property, gazetted 12th July, from the south-west corner of W. M'Williams' (now my) 640 acres to the Shoalhaven Road, at a point within Mary Larkin's (now my) land, I have the honor to state that I have no objection to the road being proclaimed, provided that it is fenced off forthwith.

I have, &c.,
HENRY BADGERY.

Forwarded to the Honorable the Secretary for Lands, with reference to my letter of this date, forwarding objection to road.—A. C. BUDGE, Clerk of the Council, B.C., 13 August, 1867.

No. 27.

J. MORRICE, Esq., to THE SECRETARY FOR LANDS.

Sutton Forest,
5 August, 1867.

SIR,
With reference to the proposed parish road, as notified in the Government Gazette of 12th July, 1867, being part of the road from the Barren Grounds to Sutton Forest, in lieu of the road preliminarily notified in Government Gazette of 27th March, 1860, I beg leave to urge the following well-grounded objections:—

1st. If the proposed road is confirmed, in lieu of that portion running along M'Williams' northern boundary, now in existence, I shall be compelled to travel $2\frac{1}{2}$ miles extra to reach Sutton Forest, and that too over ground which, in the winter season and wet weather, is absolutely impassable.

2nd. In the above notification no proclaimed outlet is allowed me in lieu of the one I have been in the habit of using for many years, which was proclaimed when the land was unfenced, and never objected to by any person.

I would respectfully suggest that a road which would suit both myself and all interested parties could be made, commencing at a bridge already erected over the railway, near s.w. corner of James Osborne's 640 acres, along the east side of the railway, to a Government road between Alston's (now J. Morrice's) 394 acres, and M'Williams' 640 acres to M'Williams' n.e. corner-pin and Alston's (now J. Morrice's) n.w. corner-pin, thence along the railway to where a bridge is to be erected by the Government for the accommodation of Mr. H. Badgery, thence across the bridge and Badgery's land into the proposed road.

Or, an equally convenient road could be made running parallel with the railway the whole distance to the Shoalhaven Road. A great saving of expense would accrue from the railway fencing forming half the necessary fencing. Moreover, the route would be shorter than the one proposed, the land firmer, and therefore better for road-making, far more level, and altogether offering fewer obstacles than the proposed route.

In either case I have mentioned, no railway bridge would be necessary for my accommodation.

I have, &c.,
JOHN MORRICE.

The report of District Surveyor Twynam of 30 September last, 66/18104, deals fully with this case; and upon it, it was decided not to open the road advocated by Mr. Morrice, which would be very injurious to private property. The property referred to by Mr. Morrice is a bush paddock only; and as he leases the adjoining land (Osborne's 640 acres) he is not without access to a road, and should he desire a road through that land the same might be proclaimed and objections heard.

(For the Surveyor General),
P. F. ADAMS.

Approved.—J.B.W., 17 Augt.

No. 28.

J. MORRIS, Esq., to THE CLERK OF THE EXECUTIVE COUNCIL.

Sutton Forest,
8 August, 1867.

SIR,
As one of the representatives of the late James Johnstone, I have the honor to state that I have no objection to the line of road from the south-west corner of W. M'Williams' 640 acres to the Shoalhaven Road, provided the said road be fenced off, or I am allowed an equivalent for the same.

I have, &c.,
JOHN MORRIS.

Forwarded to the Honorable the Secretary for Lands, with reference to my letter of this date, forwarding objections.—A. C. BUDGE, Clerk of the Council, B.C., 13 Augt., 1867.

No. 29.

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No. 29.

THE CLERK OF THE EXECUTIVE COUNCIL TO THE SECRETARY FOR LANDS,

Executive Council Office,
13 August, 1867.

SIR,

From the south-west corner of M'Williams' (now Badgery's) 640 acres to the road from Sutton Forest to Shoalhaven, at a point within Mary Larkin's 100 acres.

In compliance with the request contained in Mr. Under Secretary Fitzpatrick's letter of the 16th ultimo, No. 72, I do myself the honor to forward to you the objection lodged with me to the formation of the proposed parish road noted in the margin.

I have, &c.,
A. C. BUDGE,
Clerk of the Council.

No. 30.

THE UNDER SECRETARY FOR LANDS TO J. MORRICE, ESQ., M.L.A.

Department of Lands,
Sydney, 4 September, 1867.

SIR,

Referring to your letter of the 5th ultimo, objecting to the opening of the proposed road from the south-west corner of M'Williams' (now Badgery's) 640 acres to the road from Sutton Forest to Shoalhaven, on the ground that you will have to travel a longer distance to reach Sutton Forest, and also that no outlet from your land is afforded you,—I am directed by the Secretary for Lands to inform you that it is considered that the property owned by you is not injuriously affected by this line, being merely a bush paddock; and as the adjoining property is also in your occupation, the want of means of access complained of by you will not be experienced as you anticipate.

2. I am to add, however, that should you desire a road through the latter property, steps might be taken for the proclamation of such a line, subject of course to reasonable objections that might be lodged.

I have, &c.,
M. FITZPATRICK.

No. 31A.

J. MORRICE, ESQ., TO THE UNDER SECRETARY FOR LANDS.

Sutton Forest,
10 September, 1869.

SIR,

With reference to your letter of the 4th instant, in which you state that the Secretary for Lands considers that my property being merely a bush paddock is not injuriously affected by my having to travel a longer distance to reach Sutton Forest, and that as the adjoining property "is in my occupation," the want of means of access complained of by me will not be experienced,—I beg to state, in reply, that the whole of my land is fenced and improved for grazing purposes, and is equal in value to any and superior to most of the land through which the proposed road is to pass; and that the adjoining land mentioned, being the property of Mr. James Osborne, may be let to another tenant at any time. If a road was proclaimed through Mr. Osborne's property, I should still be put in a position in which in justice I ought not to be placed, by my being compelled to travel in a s.w. direction, instead of n.e., in order to reach the road to Sutton Forest.

I have no objection to the proposed road being proclaimed, but I do protest against it being proclaimed in lieu of the one previously proclaimed along M'Williams' boundary into the proposed road, affording me a convenient access to my land, and used by me for many years, unless I am allowed as convenient an access.

The objection raised by the Secretary for Lands is owing to the expense of erecting a bridge over the line. This course may be obviated by carrying the road across a level crossing which may be made about 100 yards to the south, and then into the old road; or I am willing to take a road along the east side of the line to a bridge to be allowed. H. Badgery to pass into the proposed road.

If neither of these propositions meet the views of the Secretary for Lands, then I beg leave most respectfully to request that the Surveyor General may be instructed to inspect the various routes and report on the matter.

I have, &c.,
JOHN MORRICE.

Surveyor General, 13 Sept.—M.F.

16 September, 1867.

This is a case of required access from lands lying more remote through lands lying adjacent to the high road. It is clear that an injury must be done to some one; and after due consideration, it appears that the claim lies between causing inconvenience to the party seeking the road, or inflicting a positive injury on the party owning the land through which the road would pass. I have recommended the former.—For the Surveyor General,—P. F. ADAMS, 16 Sept., 1867.

B.C., 20 September, 1867.

I understand from Mr. Morrice that the Acting Engineer-in-Chief for Railways desires to see this letter, as bearing on the action being taken in that department.—M.F., B.C., 20 Sept., 1867.

Under Secretary for Works.

No. 31B.

MR. W. MASON TO MR. W. MACKENZIE.

Department of Public Works,
Railway Branch, Engineer's Office,
Sydney, 7 October, 1867.

MEMO. to Mr. Mackenzie.

Please inform me, as early as convenient, whether an over-bridge has been built at 80 miles 32 chains, and one at 79 miles 22 chains, and whether there is good and easy access to Mr. Morrice's land from the road passing under the railway at 79 miles 73 chains; also mark on the enclosed tracing the public road now used by Mr. Morrice to and from his property.

Return.

WILLIAM MASON.

Au

An over-bridge has been built at 80 miles 32 chains. No bridge has been built at 79 miles 22 chains, in consequence of Mr. Twynam reporting that the road was superseded; the timber for it is on the ground, and has been paid for by the Commissioner for Railways. In wet weather the crossing under-bridge at 79 miles 73 chains is very bad, and would have to be metalled to make a passable road to Mr. Morrice's land.

Mr. Morrice has not, as far as I can learn, any access to his land by a public road. Upon a previous occasion the Engineer-in-Chief sent me to the Lands Office to make inquiries about these roads, but I could not obtain any information on the subject. To enable me to answer your questions, I have endeavoured to gain local information in reference thereto, and have therefore seen Messrs. Morrice and Badgery respecting it. Mr. Badgery says,—he “does not believe that Mr. Morrice has any access to his 395 acres, except upon sufferance.”

Mr. Morrice says he “has no access to his lands except by trespassing, in consequence of railway at 79 miles 22 chains crossing the road he was accustomed to use for some years.” (According to Mr. Twynam's report this road is superseded.) Mr. Morrice further says he claims use of this road as far as Reedy Creek, because no objection was entered against that portion of it after proclamation of road some time during years from 1859 to 1861.—K.M., 10/10/67.

* Appendix F.

A bridge being built over the railway at 80 miles 32 chains, and another under the railway at 79 miles 73 chains for public roads. On referring to the accompanying plan* it will be seen that access to Mr. Morrice's property is amply provided for, and I cannot therefore recommend a level crossing be given to Mr. Morrice as applied for between the points A and C. The repairs to the public road outside the railway fences do not belong to this department.—W.M., 23/10/67.

Under Secretary for Lands.—B.C., 26/10/67., J.R.

No. 32.

H. BADGERY, Esq., to THE SECRETARY FOR LANDS.

Vine Lodge, Sutton Forest,
16 October, 1867.

SIR,

Having been given to understand that the Government contemplate the erection of a bridge across the railway line 79-22, near M'Williams' (now my) 640 acres, and to mark a mile of road through that grant for the accommodation of one individual,—I have the honor, with very great respect, to submit that 30 chains of road from the south-west corner of J. Morrice's 395 acres (where there is an under-bridge) be proclaimed, if not already done, to give Mr. Morrice a right of way to a proclaimed road, rather than put the country to a great expense and do me a great injustice. The Government have already taken 250 chains of road through my property without giving any equivalent by fencing or otherwise. Diagram enclosed.

I have, &c.,
HENRY BADGERY.

No. 33.

H. BADGERY, Esq., to THE SECRETARY FOR LANDS.

Vine Lodge, Sutton Forest,
19 October, 1867.

SIR,

Having been given to understand that the Government contemplate the erection of a bridge across the railway line at 79-22, on M'Williams' (now my) 640 acres, and to mark a line of road through that grant for the accommodation of one individual,—I have the honor, with very great respect, to submit that 30 chains of road from the south-west corner of Morrice's 395 acres (where there is an under-bridge) be proclaimed, if not already done, to afford Mr. Morrice a right of way to a proclaimed road, rather than put the country to a great expense and do me a great injustice. The Government have already taken 250 chains of road through my property without any equivalent by fencing or otherwise. Diagram† enclosed.

I have, &c.,
HENRY BADGERY.

† Appendix G.

The papers 64/4841, Cat. R. 458/1603, are not necessary at present, as the application will have to be referred to Mr. Twynam, D.S.—T. H. LEWIS, 21 October, 1867.

19 October, 1867.

I am not aware of any intention of the Government to erect an under-bridge at the point mentioned; access has been provided by the underway bridge nearer to Sydney, and the road from it recommended to be fenced at the public cost. An argument used in the recommendation was that the opening of the road as proposed would save the erection of a second bridge. Perhaps the Commissioner for Railways might be asked if any intention exists of erecting the second bridge, which would also involve a second road through Mr. Badgery's land.—For the Surveyor General, P. F. ADAMS, 28 Oct.

Under Secretary for Works.—B.C., 29 Oct., M.F.

Since the above I have observed the memos. on 67/1853, and, in addition, have only to observe that Mr. Morrice can pass to and from the points A and B without trespass, the land being leased by himself, and a road has been offered him and will be proclaimed. The important point for the consideration of the Honorable the Minister for Lands appears to me to be in the fact of the second bridge, requiring the proclamation of a second road before it can be of use to Mr. Morrice.—For the Surveyor General, P. F. ADAMS, 31 Oct.

No. 34.

PETITION.

Red Hill, Barren Ground,
14 April, 1868.

SIR,

We, the undersigned free selectors, landholders, and inhabitants of Red Hill, Barren Ground, and its vicinity, having no right of way to Sutton Forest or Berrima, humbly pray that you will cause a road to be marked and proclaimed.

The line pointed out by Mr. Surveyor Twynam from the s.w. corner of M'Williams' (now Badgery's) 640 acres, to the Shoalhaven Road, at a point on Mary Larkin's grant, is at once the most direct road as well as the most desirable for all parties, with a trifling deviation, as shown by the accompanying diagram,‡ which will cause a saving in the expense of fencing,

‡ Appendix H.

Having

Having neither egress nor ingress, we most respectfully press the urgency of our need on your early attention. And your Petitioners, as in duty bound, will ever pray, and

Have the honor, &c.,
MICHL. O'KEEFFE.
JOHN SEWELL.
And twenty-four others.

Surveyor General, for report.—B.C., 1 May, '68.—J.B.W.

In this case, before further action can be taken, it is necessary that it should be ascertained from the Works Department whether it is intended to erect a bridge at points marked on the sketch.—R. D. FITZGERALD, for Surveyor General, 22 May, /68.

Under Secretary for Works.—B.C., 23 May, /68, M.F.

Commissioner for Roads.—B.C., 27/5/68, J.R.

This is a matter to be dealt with by the Railway Department.—Under Secretary. B.C., W. C. BENNETT, 28/5/68.

Forward to Railways.—B.C., 29/5/68, J.R. Engineer-in-Chief.—30/5/68.

The enclosed sketch gives me no information as to *where* the bridge is required. If a proper plan be sent to me, or the mileage along the line given, I will attend to the matter at once.—J. WHITTON, 2/6/68.

No. 35A.

G. W. OSBORNE, Esq., to THE SECRETARY FOR LANDS.

Barren Ground, Sutton Forest,
18 July, 1868.

SIR,

On behalf of the settlers of Barren Ground and its vicinity, I beg to call your attention to our very urgent necessity for a road to be opened to the Sutton Forest Township, as soon as possible. We have sent in two petitions, the last of which is most convenient and also the most practicable, and was surveyed by Mr. Surveyor Twynam. At present we have no means of getting out without trespassing on private property, which causes much annoyance to all parties, and notices have been posted closing those roads from public thoroughfare, thereby completely shutting us in. Most of the settlers have been living here from five to six years, and we have seen several roads opened to places of not nearly so long standing; therefore we humbly beg that you will cause a road to be opened with as little delay as possible; and your Petitioners, as in duty bound, will ever pray, &c., &c.

I am, &c.,

G. W. OSBORNE,
On behalf of the Settlers at the Barren Ground.

Surveyor General.—B.C., 20 July, 1868.—J.G.A., for Un. Sec.

It is recommended that the road (as by preliminary Notice of 12th July, 1867) be confirmed.—R. D. FITZGERALD, for S. G., 31 July, /68.

The Executive Council has authorized the confirmation of this road.—Minute 68/35. Confirmed, 24/8/68.—See Roads, No. 68/1918.

The papers are now returned for the information of the Surveyor General.—M.F., B.C., 14 Sept., 1868.

No. 35B.

W. GRICE, Esq., to THE SURVEYOR GENERAL.

Barren Ground,
6 August, 1868.

SIR,

I am requested by the inhabitants of this locality to make an earnest appeal to you on their behalf, as well as my own, to have the road surveyed from this to Sutton Forest, or on to the road that leads from Sutton Forest to Shoalhaven. Two or three months ago a Petition was sent from this earnestly requesting that the road might without delay be surveyed. The desired object has not yet been attended to, and as the matter now stands we are liable any day to be completely blocked in by Mr. Keefe, Mr. John Morris (not the Member of Parliament), and also by Mr. Badgery. These have all been very forbearing, but they have told me their patience is almost exhausted, as they suffer great annoyance day and night, especially as they are often awoken out of their sleep by the dogs. You will please to understand that the private road passes through their yards, close to their houses. You will readily perceive, such being the case, it is a great annoyance, and I hope you will agree with me that the sooner it is removed the better. I know for a certainty that Mr. Badgery and Mr. Morris are very anxious that the road should be surveyed at once, although the road is desired to pass through their land, also through Mrs. Gough's. I am not aware that this lady makes any objection, so you will see that every difficulty is removed out of the way, and what we want is the road surveyed at once. I can say with confidence that people here are in earnest in the matter, as it is a work of great necessity. Mr. Morris has already had notices stuck up, forbidding people to go through his property; and I myself had to go, in a very supplicatory manner, to him, to get the favour to go through his property—he has the power any day to stop me. I have tried to lay before you plain facts. I hope I may venture to say Mr. Badgery would kindly give any information that might be required to the surveyor, as to where we wanted the road to go.

I have, &c.,

WALTER GRICE.

No. 36.

GAZETTE NOTICE.

Department of Lands,
Sydney, 8 September, 1868.

WITH reference to the notice in the Government Gazette of the 12th July, 1867, relative to the opening and making of a parish road, being part of the road from the Barren Grounds to Sutton Forest, namely, from the south-west corner of William M'Williams (now H. Badgery's) 640 acres to the road from Sutton Forest to Shoalhaven, at a point

point situated within Mary Larkin's (now Henry Badgery's) 100 acres,—Notice is hereby given, in accordance with the Act of Council 4th William IV, No. 11, that notwithstanding the objections which have been made to the proposed road, in conformity with the said Act, His Excellency the Governor, with the advice of the Executive Council, has been pleased to confirm the said road; and it is therefore hereby declared expedient to open and make the road referred to, according to the Plan and Book of Reference, to be seen at the Office of the Surveyor General, at Sydney, and at the Police Office, Berrima; and all persons intending to claim compensation in respect of the said line are hereby reminded that notice must be served upon the Colonial Secretary within forty days from the date hereof, in such manner and form as are provided by the sixth section of the Act above referred to, or they will be for ever foreclosed from such claim.

By His Excellency's Command,
J. BOWIE WILSON.

No. 37.

THE UNDER SECRETARY FOR LANDS TO UNDER COLONIAL SECRETARY.

Department of Lands,
Sydney, 10 September, 1868.

SIR,

In drawing your attention to the Notice in the Government Gazette of the 8th September, respecting the confirmation of the line of road, being part of the road from the Barren Grounds to Sutton Forest, viz., from the s.w. corner of W. M'Williams' (now H. Badgery's) 640 acres to the road from Sutton Forest to Shoalhaven, at a point situated within Mary Larkin's (now Hy. Badgery's) 100 acres,—I am directed to request that you will have the goodness, at the end of forty days from the date thereof, to state whether any claims to compensation have been made in respect of the said road, in pursuance of the notice referred to.

I have, &c.,
M. FITZPATRICK.

No. 38.

H. BADGERY, Esq., to THE CLERK OF THE EXECUTIVE COUNCIL.

Vine Lodge, Sutton Forest,
2 October, 1868.

SIR,

With regard to a road through my property from the south-west corner of William M'Williams' (now my) 640 acres to the Shoalhaven Road, at a point on Mary Larkin's (now my) land,—I have the honor to renew my statement of the 2nd of August, 1867, that I have no objection to the said road being proclaimed, provided it is fenced off forthwith.

I have, &c.,
HENRY BADGERY.

Forwarded to the Honorable the Secretary for Lands.—ALEX. C. BUDGE, Clerk of the Council, B.C., 20/10/68.

No. 39.

THE UNDER COLONIAL SECRETARY TO THE UNDER SECRETARY FOR LANDS.

Colonial Secretary's Office,
Sydney, 22 October, 1868.

SIR,

In reply to your letter of the 10th ultimo, No. — I am directed to state, for the information of the Secretary for Lands, that no applications have been received in this office for compensation in respect of the line of road, being part of the road from Barren Grounds to Sutton Forest, namely, from the south-west corner of William M'Williams' (now H. Badgery's) 640 acres to the road from Sutton Forest to Shoalhaven, at a point situated within Mary Larkin's (now Henry Badgery's) 100 acres.

I have, &c.,
HENRY HALLORAN.

It is recommended that cost of fencing be paid.—R. D. FITZGERALD, for Surveyor General, 4 December, 1868.

Approved., W.F., 31 Dec., /68.

Surveyor General, for opening.—B.C., 7 January, 1869.—M.F.

Mr. District Surveyor Twynam to formally open the road.

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No. 40.

CATHERINE GOUGH to THE SECRETARY FOR LANDS.

Sutton Forest,
21 January, 1869.

SIR,

I beg most respectfully to address you on the subject of a public road being granted by the Government which goes through my cultivated land, situated at Willow Grove, near Sutton Forest. I was not even aware the road had been applied for, until to my great surprise I was told that I was required to fence in portion of the same road at my own expense, and on my own property, for the public benefit.

As a matter of justice I cannot think under the circumstances the Government would for a moment scruple to compensate me for the outlay I am unnecessarily put to, by fencing the said road, independently to my disadvantage of having the property divided into two portions.

Trusting you will do me the favour of giving me an early reply to the above,—

I have, &c.,

CATHERINE GOUGH.

Surveyor General.—B.C., 23 Jany.—M.F.

Mr. District Surveyor Twynam to report. (The road cannot be identified in the office.) P. F. ADAMS,
8 Feb., /69.

No. 41.

J. MORRIS, Esq., to THE SECRETARY FOR LANDS.

Willow Grove, Sutton Forest,
30 January, 1869.

SIR,

I understand that a road marked through the property of the late James Johnstone (now belonging to me) is to be opened at once. Now I beg most respectfully to state that I have not received any compensation in the shape of fencing. When the road was advertised I did not object, providing that a slight deviation was allowed, as shown in a plan left in the Survey Office some ten months ago. I asked for the line to be fenced. Would you please give this matter your early attention.

I have, &c.,

JOHN MORRIS.

P.S.—The road runs through the properties of Messrs. Badgery and Lord.—J.M.

Surveyor General.—B.C., 1 February, /69.—M.F.

The sum of £118 has been recommended to be paid to the representatives of the late James Johnston, but whether Mr. J. Morris is entitled to any portion of the money, either as one of such representatives or as purchaser of any part of the land, there is no information in this office to show. R. D. FITZGERALD, for the Surveyor General. 3 Feb., 1869.

M.F.

The writer may be asked for proof of his ownership in the land—inconsequent title—to receive the allowance for fencing.—16th. Yes.—19th.

No. 42.

THE SURVEYOR GENERAL to MR. DISTRICT SURVEYOR TWYNAM.

Surveyor General's Office,
Sydney, 11 February, 1869.

SIR,

The road from the south-west corner of William M'Williams' (now H. Badgery's) 640 acres to the road from Sutton Forest to Shoalhaven, at a point within Mary Larkin's (now H. Badgery's) 100 acres, being part of the road from Barren Grounds to Sutton Forest, having been confirmed as a parish road, by a notice dated ——— in the Government Gazette of ———, I have to request that you will, as early as may be convenient, proceed to formally open the road.

In carrying out this instruction, you will give notice, either verbally or in writing, to the proprietors of any enclosed lands through which the road passes, and suggest to them the desirability of their removing any fences or other obstructions which may exist; and you will then proceed along the road for the purpose of remarking it in those places where the previous marking may have become obliterated.

Should the parties to whom you may give notice not remove the fences or other obstructions, you will summarily remove them, and in doing so you will be guaranteed from loss by action by the Government.

You will be good enough to report the fulfilment of this instruction.

I have, &c.,

P. F. ADAMS,
Surveyor General.

No. 43.

No. 43.

MR. DISTRICT SURVEYOR TWYNAM TO THE SURVEYOR GENERAL.

Goulburn, 20 February, 1869.

SIR,

1st,—With reference to an application by Catherine Gough for compensation in respect to fencing a road, forwarded to me for consideration by your B.C. memo., No. 69/16, dated 8th February inst., I have now the honor to report.

2nd,—I am informed that the applicant, as one of the representatives of William Roberts, deceased, claims compensation in respect of the opening of the road from the s.w. corner of W. M'Williams' 640 acres to the road from Sutton Forest to Shoalhaven, within Mary Larkin's (now Henry Badgery's) 100 acres, being the road from the Barren Grounds to Sutton Forest, which severs Wm. Roberts' 805 acres in the parish of Sutton Forest, in the county of Camden.

3rd,—The land referred to was enclosed at the time of survey of the road, but since that time part of the fencing on the south boundary has been destroyed; nevertheless, I think that compensation, in respect of fencing all that part of the road through the land in question, should be paid to the proprietors.

4th,—Before paying any sum for the above-mentioned purpose, it would be advisable to have satisfactory evidence of the validity of applicant's claim, and also to ascertain whether there are any others who should participate in any compensation to be paid.

I have, &c.,

EDWARD TWYNAM.

The sum of £118 has been recommended to be paid to the representatives of the late James Johnson; but proof should, I think, be given that Catherine Gough is entitled to claim as one of them, and to what amount.—R. D. FITZGERALD, for Sur. Genl., 3 March, 1869.

I am given to understand by Mr. Morrice that the road he wishes opened is considered desirable, or is not objected to by the Railway authorities, and, that in anticipation of a bridge being built over the cutting, preparations have been made, and timber cut. I shall be glad, therefore, if a report can be obtained on the matter from the Works Department.—W.F., 3 June, 1869.

Under Secretary for Works. B.C., 3 June, 1869, M.F.

Railways, for report. B.C., 5/6/69, J.R.

Mr. Badgery strongly objects both to the building of the bridge and opening the road. If, however, the Survey Department consider the bridge requisite for the accommodation of the public, this department will not object to build it.—J.W., 17/6/69.

No. 44.

THE UNDER SECRETARY FOR LANDS TO J. MORRIS, ESQ.

Department of Lands,
Sydney, 27 February, 1869.

SIR,

In answer to your letter of the 30th ultimo, in which you ask for payment to you of an allowance for fencing road through your land (formerly the property of James Johnstone), I am directed by the Secretary for Lands to explain to you that the sum of £118 has already been authorized for payment to the representatives of the late James Johnstone; and I am to state that the allowance that may be due to you, either as one of such representatives or as a purchaser from Johnstone, will be made available to you on your giving proof of your ownership in the land.

I have, &c.,

M. FITZPATRICK.

No. 45.

MEMORANDUM OF SECRETARY FOR LANDS.

ROAD described by Mr. John Morrice, M.P., as a road between reserved road at the n.e. corner of John Alston's (now John Morrice's) 395 acres, near Southern Railway, along n. boundary of M'Williams' 640 acres (now Henry Badgery's) and road between Barren Ground and Shoalhaven Road at Sutton Forest. Mr. John Morrice, M.P., applies to have this road opened, alleging that it has been twice proclaimed, Mr. Badgery then not objecting, and the land being at the time unenclosed. As a bridge or viaduct over the railway would be required, in the event of the road being quite straight, Mr. Morrice would not object to a southerly deviation through his land so as to avoid the cutting. Mr. Morrice further alleges that this proposed road would render unnecessary a road lately opened or proclaimed through Mr. Osborne's land, along which a new bridge has been or is intended to be built. Papers for me, and whatever report may be necessary.—W.F., 11 March, /69.

For report of the Surveyor General.—B.C., 22 March, 1869, M.F.

All necessary access is, in my opinion, afforded by the road now confirmed, and it is the shortest to Sutton Forest. A large sum of money has been expended upon it in fencing, and a further sum of about £200 would be required before the road applied for by Mr. Morrice (which is almost identical with that reported on by Mr. Twynam, 6435/65, and, on that report, not adopted. I cannot recommend the reopening of this case.—R. D. FITZGERALD, for Sur. Genl., 13 April, 1869.

No. 46.

THE UNDER SECRETARY FOR LANDS TO MRS. C. GOUGH.

Department of Lands,
Sydney, 13 March, 1869.

MADAM,

In answer to your application of the 21st January last for an allowance by way of compensation for the opening through your land of the proposed road from M'Williams' 640 acres to the Sutton Forest and Shoalhaven Road, I am directed by the Secretary for Lands to inform you that a sum of £118 has been authorized for payment to the representatives of the late James Johnson, by way of an allowance for fencing purposes, where the road intersects the land vested in them.

2. As it is understood that you claim as a purchaser under those representatives, it will be necessary to prove your title and the extent of your holding.

I have, &c.,

M. FITZPATRICK.

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No. 47.

J. MORRICE, ESQ., TO THE SECRETARY FOR WORKS.

Browley, Moss Vale,
2 April, 1868?9.

SIR,

I beg respectfully to call your attention to a proclamation dated 27th March, 1860, in the Government Gazette of 30th March, 1860, referring to the opening of a parish road leading from Wm. M'Williams' (now Henry Badgery's) 640 acres at Sutton Forest, and also to more recent proclamations in other Gazettes referring to the same matter, and to say, that this said road, by which access is obtained from John Alston's (now John Morrice's) 394 acres to a Government Road proclaimed and opened from the Barren Ground to the Shoalhaven Road, is *destroyed* in consequence of the railway crossing it, and no bridge having been built.

This road has been constantly used by myself and others, and I trust that you will be pleased to take steps in order to remedy the inconvenience resulting from the road being practically closed.

I may mention that a contract was taken by Foster and Roberts, railway contractors, to build a bridge, and materials were provided for the purpose, but the original intention was never carried out.

I have, &c.,
JOHN MORRICE.

The previous papers on this subject were forwarded to Lands on the 3rd inst.—5/4/69, J.R.

Under Secretary for Lands, for previous papers. B.C.

Surveyor General.—B.C., 6 April, M.F.

The papers are now with the Minister for Lands, and were reported on by me a short time since.—R. D. FITZGERALD, for Sur. Genl., 15 April, /69.

No. 48.

H. BADGERY, ESQ., TO THE SURVEYOR GENERAL.

Vine Lodge, Sutton Forest,
21 April, 1869.

SIR,

Having been given to understand that the Government Inspector has been sent to inspect timber for the erection of a bridge across the railway line, near Mr. Morrice's 395 acres, I take the opportunity most respectfully to state that no such bridge is required for public accommodation. It would not only incur the expense of the bridge, but an additional line of road, which I shall strenuously oppose, unless it can be shown that it is necessary for the public benefit; having already given several miles of roads for public use without having received compensation, except for fencing the road from Barren Ground to Mary Larkin's grant, near the village, which is the only road required for the grants south of my property.

I have, &c.,
HENRY BADGERY.

No. 49.

MR. JAMES NYE AND OTHERS TO THE SECRETARY FOR LANDS.

Sutton Forest, 20 May, 1869.

SIR,

We have the honor to request that you will take immediate steps to open the surveyed and proclaimed road (see Government Gazette, 30th March, 1860) commencing from the Reedy Creek at James Nye's s.e. corner pin, being portion of Hy. Badgery's 1,920 acres and Hirtel's n.e. corner pin, leading easterly to the newly opened and fenced road running to the Shoalhaven and Sutton Forest Road, as well as to the railway platform at Jordan's Crossing.

The said road was never objected to, and until it is opened we are deprived of access to the railway platform and to Sutton Forest.

The portion of road we request you to open is part of the road running along Wm. Roberts' 805 acres (now James Johnson's), and along the northern boundary of M'Williams' 640 acres (now H. Badgery's), to John Alston's (now John Morrice's) 395 acres.

We have, &c.,
JAMES NYE,
(And twenty-three others.)

Surveyor General.—B.C., 26 May, 1869, M.F.

I can add nothing to my report of 13 April, 1869, on which a reference was made by the Minister for Lands to the Works Department; Mr. Whitton's reply to which (now herewith) on 451-69, should I think be submitted to the Minister for Lands.—R. D. FITZGERALD, for Surveyor General, 23 June, 1869.

No. 50.

MEMORANDUM OF SECRETARY FOR LANDS.

MR. MORRICE still insists that when this road was first proclaimed, which by the letter from certain parties at Sutton Forest, dated 20 May, 1869, appears to have been as early as the 30th March, 1860, no objection was made by Mr. Badgery, and that his land was not then enclosed. I fail to find among these papers any information on these points, or having reference to the opening of the road at the period specified; certainly nothing shows any objection then from Mr. Badgery. Are there any papers going so far back? There must at least be a Gazette of that date; and if no other papers exist, there can be no proof of objection from Mr. Badgery at the time. With regard to the bridge, it has been already urged by Mr. Morrice that by crossing the railway line at a point further south, and only a few hundred yards in length, a level crossing might be obtained and the necessity for a bridge or viaduct entirely obviated. Further information on these various points is required.—14 July.

There

There is no record in this office showing objections by Mr. Badgery (and a search has been carefully made). The report of the Surveyor General on the latter points is sought.—B.C., 16 July, 1869, M.F.

The report should I think be sought from the Works Department.—R. D. FITZGERALD, for the Surveyor General, 19/7/69.

Under Secretary for Works.—B.C., 21 July, 1869, M.F.

Railways, for report of Engineer-in-Chief.—B.C., 23/7/69, J.R.

See Engineer-in-Chief's report herewith.—23/7/69.

No. 51.

MINUTE OF ENGINEER-IN-CHIEF.

Department of Public Works,
Railway Branch, Engineer's Office,
Sydney, 28 July, 1869.

Minute-paper.—Mr. Morrice's Bridge, near Sutton Forest, G.S.R.

WITH reference to the enclosed papers on the above matter, I have only to remark that the building of the bridge is solely a question to be decided by the Survey Department.

If a crossing is to be given, I would much prefer to build a bridge, as being *cheaper* and safer for the public than a level crossing.

Before the matter be finally decided, I think it would only be fair to Mr. Badgery to allow him to give his version of what took place originally, with reference to the proposal to open this road to the public.

J.W., 28/7/69.

I have seen Mr. Badgery. Under Secretary for Lands.—B.C., 5/8/69, J.R.
Surveyor General.—10 August, 1869, M.F.

No. 52.

MR. J. NYE TO THE SECRETARY FOR LANDS.

Sutton Forest, 7 August, 1869.

SIR,

I have the honor to call your attention to the circumstance that no reply has been sent to the petition forwarded by myself and neighbour, praying that you would order a certain proclaimed road to be opened, viz. :—The one commencing at James Nye and Adam Hurtel's corner pin, Reedy Creek, and running to the road leading from the Barren Ground and Jordan's Railway Platform to the Shoalhaven and Sutton Forest Road, being portion of the road to John Alston's 304 acres (now John Morrice's).

I have, &c.,
JAMES NYE.

If this case is identical with the Barren Ground and Sutton Forest Road case, on which Mr. Morrice and Mr. Badgery are at issue, the papers are at present at the Works for the erection of the bridge. Ask Mr. Fitzgerald.—H.F.

It is the same case.—R.D.F., 7 June, /70.

No. 53.

H. BADGERY, Esq., to THE SECRETARY FOR LANDS.

Vine Lodge, Sutton Forest,
9 August, 1869.

SIR,

I have the honor to enclose the statement of the resident landholders in the Barren Ground and that locality, which I trust will remove any doubts as to the necessity for such road as applied for by Mr. Morrice, independent of the expense it would incur and the opposition it would meet with. I have also the honor to forward a copy of two letters addressed by me to the authorities, of the respective dates, which will change your opinion as to no opposition having been offered to the road in question (as stated, if I recollect correctly, in your minute on the papers); but so far as I am personally concerned, if the Government will abandon the present road, and adopt the one marked by Mr. Surveyor Evans, I will refund the money received as compensation for fencing, notwithstanding it is useless where placed.

I have, &c.,
HENRY BADGERY.

Information on two points is required:—1st. Was the ground fenced or enclosed before proclamation of the road asked by Mr. Morrice and opposed by Mr. Badgery, so as to entitle the latter to cost of fencing? 2nd. If so, what will be the probable cost of opening the road, independent of the bridge over the railway?—W.F., 3 September, 1869.

Surveyor General.—4 Sept., 1869, M.F.

1st. The ground was not fenced at the date of the first survey. 2nd. The cost of fencing, as reported in my recommendation of 13 April (69/636), would be about £200.—R. D. FITZGERALD, for Surveyor General, 14 September, /69.

This matter has been long before the Government, and has involved much doubt and anxious consideration; but presuming that the materials for the bridge, which I understand have been long in readiness, were intended for use, and were taken to imply an opinion on the part of the railway authorities that the road asked for by Mr. Morrice, M.P., and certain residents in his own neighbourhood, is necessary, or at any rate would benefit the public,—and further, taking into consideration that Mr. Badgery, who now so strongly objects to this road, did not offer any objection at first, or within the legal period,—I recommend that the road be opened forthwith, and the necessary steps taken for that purpose, as far as the road marked pink on the map, which I understand to be about a mile in length. Mr. Morrice I trust will not object to its further extension across his own land if necessary. Railway authorities may be requested to construct the bridge without delay.—W.F., 29 Oct., 1869.

[Enclosure.]

[Enclosure.]

Barren Grounds, Sutton Forest,
9 August, 1869.

Sir,

We, the undersigned free selectors, landholders, and residents of the Barren Ground and that locality, having heard with surprise that the Government contemplate opening the road from J. Morrice's 395 acres (uninhabited) to the Old South Road, have the honor to state that such road is neither desirable nor necessary, being of no service except to one individual (to whom the present road is available), and if opened would not be used by us. The present road from Barren Grounds to Village of Sutton Forest being in every way the most suitable, any other is quite unnecessary.

We have, &c.,
THOMAS FAHEY, and 11 other names.

No. 54.

J. MORRIS, Esq., to THE SECRETARY FOR LANDS.

Willow Grove, Sutton Forest,
10 August, 1869.

Sir,

Having heard that Government intend opening a road through my property from John Morrice's 395 acres to the Old South Road, I have the honor to state that such road is not by any means necessary, nor is it desired by those persons who reside at and near the Barren Ground. The road lately fenced to the village of Sutton Forest is in every way the best. I further beg respectfully to state that the road in question would be a great injustice to persons through whose land it must pass, and heavy expense to the country, and not by any means a public benefit or accommodation.

I have, &c.,
JOHN MORRIS.

Surveyor General.—B.C., 12 August, /69, M.F.

No. 55.

J. MORRICE, Esq., to THE SECRETARY FOR LANDS.

Bromley, 12 August, 1869.

Sir,

Enclosed I have the honor to forward to you a petition from the inhabitants of the Barren Ground, Ploughed Ground, Cross Roads, and Sutton Forest, signed by upwards of ninety landholders, settlers, &c., and beg that you will do the petitioners the honor of giving it your immediate attention.

I have, &c.,
JOHN MORRICE.

P.S.—I can certify that the names to the petition are *bonâ fide*, but I doubt if any other petition referring to the same matter will bear the same scrutiny.—J.M.

Surveyor General. B.C., 14 August, /69.—M.F.

[Enclosure.]

Petition of John Morrice and others.

Sutton Forest,
9 August, 1869.

WE, the undersigned inhabitants of the Barren Ground, Ploughed Ground, Cross Roads, and Sutton Forest, have the honor humbly to petition that you will order the undermentioned roads to be opened with as little delay as possible, namely:—

1. The Government Road, commencing on the Old Argyle Road, at the western corner-pins of lands belonging to John Morrice and H. Badgery, and bounded on the north and east by lands belonging to Morrice, and on the south and west by lands belonging to Badgery and Nye, terminating at Morrice's south-east and Nye's south-west corner-pins.

2. The road commencing from the last-mentioned point, and running to the Reedy Creek, along Nye's and Hertel's boundaries.

3. From the last-mentioned point, the proclaimed and unobjected-to road, to a Government road, terminating at the north-west corner-pin of Alston's, (now Morrice) 394 acres, and bounded on the north by land belonging to H. Badgery, and on the south by W. Roberts' land (now Morris) and M. Williams' 640 acres (now Badgery). Your petitioners wish to point out that this line of road will connect the Great Southern Road, the Old Argyle Road, the Barren Ground Roads, and the Shoal-haven Road, at the same time giving ready access to Jordan's Railway Platform, at the Barren Ground, to the inhabitants of the whole neighbourhood.

JOHN MORRICE, and 90 other names.

No. 56.

J. MORRICE, Esq., to THE SECRETARY FOR LANDS.

Bromley, Moss Vale,
6 September, 1869.

Sir,

I have the honor to forward to you, enclosed with this, a declaration of my own, also one from A. Lansdown, who erected the first line of fencing on the land of M. Williams' 640 acres (now H. Badgery's).

I have, &c.,
JOHN MORRICE.

Surveyor General, 8 Sept., 1869, M.F.

[Enclosures.]

[Enclosures.]

I, ABRAHAM LANSDOWN, of Sutton Forest, in the district of Berima, and Colony of New South Wales, farmer, do solemnly and sincerely declare,—

That, in reference to a road on the north side of M'Williams' (now Badgery's) 640 acres of land, situated at Sutton Forest, I assisted to erect the first line of fencing at the eastern boundary of the said M'Williams' 640 acres (now H. Badgery's) in the year 1862, and that the land had never been previously enclosed. And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of an Act made and passed in the ninth year of Her present Majesty's reign, entitled "*An Act for the more effectual abolition of Oaths and Affirmations taken and made in various Departments of the Government of New South Wales to substitute Declarations in lieu thereof and for the suppression of voluntary and extra-judicial Oaths and Affidavits.*"

ABRAHAM LANSDOWN.

Declared at Berima, the sixth day of

September, 1869, before me,—

G. H. ROWLEY,

A Commissioner for Affidavits.

I, John Morrice, of Browley, near Sutton Forest, in the District of Berrima and Colony of New South Wales, Justice of the Peace, do solemnly and sincerely declare that, in reference to a road on the north side of M'Williams' (now Badgery's) 640 acres of land, situated at Sutton Forest, the said road was not enclosed at date of proclamation of road in the Government Gazette of 27th March, 1860, nor has it been previously enclosed, nor was it enclosed till after the year 1862. And I make this solemn declaration, conscientiously believing the same to be true, and by virtue of the provisions of an Act made and passed in the ninth year of the reign of Her present Majesty, entitled, "*An Act for the more effectual abolition of Oaths and Affidavits taken and made in various Departments of the Government of New South Wales to substitute Declarations in lieu thereof and for the suppression of voluntary and extra-judicial Oaths and Affidavits.*"

JOHN MORRICE.

Declared at Berrima, the sixth day of

September, 1869,—

G. H. ROWLEY,

A Commissioner for Affidavits.

No. 57.

H. BADGERY, ESQ., to THE SECRETARY FOR LANDS.

Vine Lodge, Sutton Forest,
11 October, 1869.

SIR.

I regret to learn that Mr. Morrice is still urging upon the Government the opening another road through my property. I have the honor to state, for your information, that when the road in question was applied for, it was at my suggestion to Gough and other residents of that locality that application should be made for a line of road to connect the road reserved on the western boundary of Morrice's 395 acres with the one leading from the south-west corner of my 1,920 acres to the Old South Road. That road was marked, but opposed by Mr. Morrice. Mr. Surveyor Evans was sent up to look out and mark a better road, which he did; but that passed through Mr. Morrice's 228 acres, which of course he opposed; also, Mr. Surveyor Campbell was then instructed to examine the locality for a better road; being unable to find one, reported in favour of the one Mr. Evans had marked. All this did not satisfy Mr. Morrice, and he had a Mr. Gordon sent up, who took a ride with Mr. Morrice, and subsequently Mr. Campbell marked a line across M'Williams' (now my) 640 acres, and then forming a complete semi-circle through my 1,920 and 201 acres, neither practicable nor desirable. This sort of agitation has been kept up by Mr. Morrice these nine years, during the whole of which time all the free selectors and others in that locality have passed through my land; to put a stop to which, I consented to a road from M'Williams' south-west corner to the Shoalhaven Road, on Mary Larkin's grant. I did not stipulate with the Government that the former road should be abandoned, but shall not quietly submit to their both being opened after the miles of roads I have already given.

I have, &c.,

HENRY BADGERY.

No. 58.

THE SECRETARY FOR LANDS to THE SECRETARY FOR WORKS.

DEAR SUTHERLAND,

I have this morning ordered the opening of the long contested road in which Morrice is interested. I was hurried by hearing a report that your railway people were about applying the materials for the bridge to some other bridge; and my object in now writing is to warn you of this report, and to beg that you will, without delay, order and insist on the bridge over the railway on Morrice's road being constructed, else some of Morrice's opponents may contrive to outwit you.

Yours, &c.,

WILLIAM FORSTER.

21 October.

Let me have the papers about the bridge over Mr. Morrice's road. The Lands have now ordered the opening of the road, and the materials intended for the bridge are being used for other purposes I understood.—J.R., 1/11/69.

These papers are with Lands. Under Secretary for Lands for previous papers.—B.C., 3/11/69.—J.R.

Surveyor General.—B.C., 4 November, 1869.—M.F.

Papers not with Surveyor General.—J.S.A., 10 Nov., /69.

The papers are now forwarded for the information of the Honorable the Secretary for Public Works. The Under Secretary for Public Works.—B.C., 18 November, 1869, M.F.

Engineer-in-Chief of Railways, for report.—B.C., 20/11/69.—J.R.

The timber originally provided for this bridge was rotting on the railway; and as timber was wanted to build another bridge, I ordered such portions as were sound to be used in building the bridge for Mr. Badgery.—J.W., 23/11/69.

Commissioner.—23/11/69.

Invite tenders, and inform Secretary for Lands.—J.S., 2/12/69.

Railways.—B.C., 3/12/69.

I have suggested to the Commissioner, and he has approved of, the bridge being erected by the department, without public tender.—J.W., 29/12/69.

Mr. Mason.

The bridge will be put in hand forthwith.—W.M., 29/12/69.

Mr. Whitton.—B.C., 8/12/69.

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No. 59.

THE UNDER SECRETARY FOR WORKS TO THE UNDER SECRETARY FOR LANDS.

Department of Public Works,
Sydney, 3 December, 1869.

SIR,

I have the honor to inform you that instructions have been given to the Engineer-in-Chief for Railways to invite tenders for the construction of a bridge across the railway, near Sutton Forest, known as Mr. Morrice's bridge.

I have, &c.,
JOHN RAE.

Will the Under Secretary for Works be good enough to return the papers when the necessary action has been taken at Works.—B.C., 6 January, 1869, A.O.M.

Railways, for report, and with reference to previous letters on the subject sent to that department, 6th December last.—B.C., 7 January, 1870, J.R.

Mr. Whitton.—B.C., 11/1/70, J.R.

Under Secretary for Lands.—B.C., 13 Jan., /70, J.R.

Should now, I think, be referred to the Surveyor General as to the opening of the road.—B.C., 18 January, 1870, A.O.M.

This road cannot be confirmed without reclamation, as the present road (R 505) was proclaimed and confirmed *in lieu* of it.—R. D. FITZGERALD, for S.G., 18 Jan., 1870.

Is reclamation recommended?

Surveyor General.—B.C., 19 January, 1870, A.O.M.

A reclamation would not be made on my recommendation, as I have already reported against the opening of the road; but as the Honorable the Minister for Lands has directed the opening, I considered it necessary to point out that for that purpose a reclamation would be required.—R. D. FITZGERALD, for the Sur. Genl., 24 Jan., /70.

No. 60.

MEMORANDUM OF SECRETARY FOR LANDS.

ROAD from Alston's 394 acres, now Morrice's, crossing railway line.—Mr. Morrice presses for this road to be opened, and extended by way of Nyc's along Morrice's and Badgery's land, to the Old Argyle Road.—W.F., 28 Jan., 1870.

Will the Under Secretary for Public Works be good enough to return the above papers.—B.C., 16 February, 1870, A.O.M.

Returned herewith.

Under Secretary for Lands.—B.C., 22 February, /70, J.R.

The previous papers are with Mr. Whitton; will he be good enough to return them for transmission to Lands.—B.C., 21/2/70, J.R.

No. 61.

MEMO. OF UNDER SECRETARY FOR LANDS.

It is submitted by the Surveyor General that the road here in question cannot be confirmed or opened without *Sketch* reclamation. The Honorable the Minister's Minute of 29 October directed opening to be proceeded with, partly in consideration of the absence of timely objections to the former proclamation, and of claims to compensation, which will, it is probable, not be wanting in the event of reclamation.

The materials for a bridge over the railway originally provided are, it appears, used for other purposes, but the erection of a bridge by the Railway Department is just commenced (or about to be so); but the instructions have been so recently given that it is probable no expense has been incurred.

The question therefore seems to be whether the road is so far required for the convenience of the public as to warrant the expense of compensation for fencing (probably £200), in addition to the bridge over the railway. The Surveyor General (or rather M. Fitzgerald, acting for him) is of opinion that it is not.—27 Jan.

As reclamation is considered necessary, and it would be unsafe to omit any formalities, the road may be reclaimed as far as its junction with the road between Barren Ground and Sutton Forest, which has been confirmed.—W.F., 5th Feby., 1870.

It is recommended that the enclosed tracing* be forwarded to the Works Department, so as to preclude the possibility of the erection of the bridge other than on the road proposed (papers should then be returned for the *Appendix I. proclamation of the road).—R. D. FITZGERALD, for Sur. Genl., 8/2/70.

Under Secretary for Public Works.—B.C., 9 February, 1870.—A.O.M.

No. 62.

THE SURVEYOR GENERAL TO THE UNDER SECRETARY FOR LANDS.

THE accompanying plan and book of reference of road from the north boundary of James Osborne's 640 acres, near its n.w. corner, to the Barren Grounds and Sutton Forest Road, at its intersection with the south boundary of H. Badgery's 1,920 acres, county of Camden, are forwarded, with a view to the opening of the line as a parish road, under the Act of Council 4 William IV, No. 11.

B.C., 1 March, 1870.

R. D. FITZGERALD,
For Sur. Genl.)

R 92A-1,603. Tracing herewith for the Police Office at Berrima. The Executive Council has authorized the proclamation of this road. Minute 70/12; confirmed, 24th March, /70; see Roads 70-558. Plan sent to the Bench, 2nd April, /70; Government Gazette, 8 April, /70; the Clerk Executive Council, 13 April, /70.

Book of Reference of road from the north boundary of James Osborne's 640 acres (near its north-west corner), to the Barren Ground and Sutton Forest Road, at its intersection with the south boundary of H. Badgery's 1,920 acres, proposed to be opened as a parish road, under the Act of Council 4 William IV, No. 11.

No.	Portion of road.	Reputed owner.	Occupier.	Character of land.	Bearings.	Length in chains.	Enclosures.	Character and state of preservation of fencing.	Cultivation.	Breadth of road.	Area.	Remarks.
1	From the south boundary of John Alston's (now John Morrice's) 395 acres, near its south-west corner, to a reserved road forming the west boundary of that portion.	John Morrice...	John Morrice...	Forest	N-west-erly.	4.20	.....	.....	.....	One chain wide.	a. r. p. 0 1 0	
2	Thence along that road to the south boundary of Henry Badgery's 1,920 acres.	Reserved road...	.....	Forest	North..	47.00	.....	.....	.....		4 2 32	
3	Thence along that south boundary to the west boundary of W. M'Williams' (now Henry Badgery's) 640 acres, at its north-west corner.	Henry Badgery	Henry Badgery.	Forest	West...	30.00	One..	.....	.....		8 0 0	
4	From the last-mentioned boundary to the Barren Grounds and Sutton Forest Road, at its intersection with the north boundary of Wm. Reherts' (now John Merrice's) 805 acres.	Representatives of the late Jas. Johnson.	.....	Forest	West...	4.25	One..	.....	.....		0 1 28	

Lodged for public information and inspection at the Police Office at Berrima.

No. 63.

THE UNDER SECRETARY FOR LANDS TO THE BENCH OF MAGISTRATES, BERRIMA.

Department of Lands,
Sydney, 2 April, 1870.

GENTLEMEN,

I have the honor to forward, for deposit in the Police Office, Berrima, for public inspection and information, copies of a plan and book of reference of a road which is about to be opened as a parish road, under the Act of Council 4th William IV, No. 11, from the north boundary of J. Osborne's 640 acres, near its n.w. corner, to the Barren Grounds and Sutton Forest Road, at its intersection with the south boundary of Henry Badgery's 1,920 acres, the receipt of which documents you will be good enough to acknowledge.

I have, &c.,
A. O. MORIARTY,
Under Secretary.

No. 64.

EXTRACT FROM VOTES AND PROCEEDINGS. 6 APRIL, 1870.

(1.) Railway Bridge, Southern Line:—Commander Onslow asked the Secretary for Lands, pursuant to Notice No. 1,—

- (1.) Is it the intention of the Government to build a bridge over the railway between Mr. Morrice's and Mr. Badgery's land, and to proclaim a road through the latter?
- (2.) What will be the cost of such bridge, including materials?
- (3.) How far will such bridge be from the two nearest bridges or railway crossings southward?
- (4.) Is there a single person residing between the railway and the broken country on the eastern side of the railway line, within two miles of the proposed bridge?
- (5.) Has the Minister for Lands, or the Minister for Works, received any petition or petitions relative to such proposed road and bridge?
- (6.) Is the Minister, to whom such petition or petitions have been addressed, aware whether the persons signing are residents in the neighbourhood of, or in any way interested in, the proposed bridge or road?

Mr. Forster answered,—

- (1.) Yes.
- (2.) I am given to understand by the Railway Department that the probable cost would be about £500; but the materials have been prepared for more than three years.
- (3.) From the first bridge (under railway), 1,100 yards; from the second bridge (over railway), 2,000 yards distant.
- (4.) The Government have no information upon the subject.
- (5.) Yes.
- (6.) The Government have no information upon the subject.

No. 65.

GAZETTE NOTICE.

Department of Lands
Sydney, 12 April, 1870.

PARISH ROAD.

His Excellency the Governor, with the advice of the Executive Council, having deemed it expedient to open and make the parish road mentioned in the Schedule appended hereto, to be maintained at the expense of the parishes through which it passes: Notice is hereby given, that in accordance with the provisions of the Act 4th William IV, No. 11, plans and books of reference, showing the intended line of the road in question, are now deposited at the Office of the Surveyor General in Sydney, and at the Police Offices mentioned.

It is requested that any well-grounded objections that may exist to the formation of the road in question may be transmitted in writing to the Clerk of the Executive Council, within one month from this date.

By His Excellency's Command,

SCHEDULE

SCHEDULE REFERRED TO.

Description of road.	Names of reputed owners or occupiers through whose property the road passes.	Police Office at which the plan and book of reference has been lodged.
Road from the north boundary of James Osborne's 640 acres (near its north-west corner) to the Barren Ground and Sutton Forest Road, at its intersection with the south boundary of H. Badgery's 1,920 acres.	John Morrice, Henry Badgery, representatives of the late James Johnson, and through a reserved road.	Berrima.

No. 66.

THE UNDER SECRETARY FOR LANDS TO THE CLERK OF THE EXECUTIVE COUNCIL.

Department of Lands,
Sydney, 13 April, 1870.

SIR,

In drawing your attention to the notice in the Government Gazette of the 12th April last, respecting the intended formation of a parish road from the north boundary of J. Osborne's 640 acres, near its north-west corner, to the Barren Grounds and Sutton Forest Road, at its intersection with the south boundary of Henry Badgery's 1,920 acres,—I am directed to request that you will have the goodness, at the end of one month from the date thereof, to inform me whether any objections have been received by you in respect of the said road, in pursuance of the notice alluded to.

I have, &c.,
A. O. MORIARTY.

No. 67.

J. MORRIS, ESQ., TO THE CLERK OF THE EXECUTIVE COUNCIL.

Sutton Forest,
20 April, 1870.

SIR,

With reference to the proposed road now advertised as leading from the north boundary of James Osborne's 640 acres to the Barren Ground and Sutton Forest Road, and through the lands of John Morrice, Henry Badgery, and James Johnston,—I beg respectfully, as the representative of the late James Johnston, to offer strong objections to the above-mentioned road, upon the following grounds, viz., that one road has just been opened through my land for the accommodation of the persons residing at the back, and *all of whom* now state that they do not require *any other road*; it would therefore not be any public benefit.

I have, &c.,
JOHN MORRIS.

No. 68.

H. J. MAIR, ESQ., TO THE MINISTER FOR LANDS.

Sutton Forest,
20 April, 1870.

SIR,

About July last I was induced to sign a petition praying that a public road may be opened from the north-west corner of James Osborne's 640 acres to the Barren Grounds and Sutton Forest Road, and passing through W. M. Williams' (now H. Badgery's 640 acres). I have the honor now to beg that you will erase my name from that petition; Mr. Morrice having represented to me, when asking me to sign the petition, that it was to give a road out to some free selectors who had no right of road to Sutton Forest. I have ascertained since that all the landholders, including Mr. Morrice, at Redhill and Barren Ground, have a very good road one chain wide to Sutton Forest, and that the road I signed for was entirely for the convenience of Mr. Morrice, instead of the public as he stated to me.

I have, &c.,
HENRY JAMES MAIR, J.P.

No. 69.

H. BADGERY, ESQ., TO THE CLERK OF THE EXECUTIVE COUNCIL.

Vine Lodge, Sutton Forest,
20 April, 1870.

SIR,

In reference to the opening of a parish road from the northern boundary of J. Osborne's 640 acres, near the north-west corner to the Barren Ground and Sutton Forest Road, at its intersection with the south boundary of H. Badgery's 1,920 acres,—I have the honor to state that I strongly object to that part of said road from the north-west corner of Morrice's 395 acres to the Sutton Forest Road, upon the grounds that it will be a considerable expense to the country, without being of any public benefit. There are sufficient roads and bridges for the accommodation of the only two grants that can be taken eastward of the railway line in that locality. I should not object to this road if it was not a great injustice, as is made manifest by the miles of road I have given on my private property.

I have, &c.,
HENRY BADGERY.

No. 70.

No. 70.

RESIDENTS OF BARREN GROUND AND SUTTON FOREST TO THE SECRETARY FOR LANDS.

Sutton Forest,
20 April, 1870.

SIR,

We, the undersigned, land and householders, residing at Barren Grounds and Sutton Forest, having heard that a numerously signed petition has been presented to you, praying that a public road may be opened from the north-west corner of James Osborne's 640 acres to the Barren Grounds and Sutton Forest Road, at its intersection with H. Badgery's 1,920 acres, beg to state that the Barren Grounds and Sutton Forest Road at present existing is quite sufficient; and further, that the proposed road cannot be any advantage to any one resident at or near the Barren Grounds, there not being one single person residing in this locality who could go to Sutton Forest in so short a distance by the proposed road as by the one now in use.

We, have, &c.,

Alfred Phillips.
Joseph Banks.
G. W. Osborn.
Jabez Harriman.Walter Grice.
Charley Jordan.
William Penfold.
And 21 other names.

No. 71.

J. MORRICE, ESQ., TO THE SECRETARY FOR LANDS.

Bromley, 13 May, 1870.

SIR,

I have the honor to inform you that I have sent in to the Clerk of the Executive Council a full statement of the circumstances connected with the road now in question between Mr. H. Badgery and I, and beg that you will give it your attention.

I have, &c.,

JOHN MORRICE.

No. 72.

J. MORRICE, ESQ., TO THE CLERK OF THE EXECUTIVE COUNCIL.

Bromley, Moss Vale,
12 May, 1870.

GENTLEMEN,

Having observed in the Government Gazette of the 8th April that objections were called for to a road described as follows:—from the north boundary of James Osborne's 640 acres (near its north-west corner) to the Barren Ground and Sutton Forest Road, at its intersection with the south boundary of H. Badgery's 1,920 acres,—names of reputed owners through whose property the roads pass, John Morrice, H. Badgery, the representatives of the late James Johnson, and through a reserved road,—I beg to have the honor to inform your Honorable Executive Council that in a previous Government Gazette, dated 30th March, 1860, there is a notice dated 27th March, calling for objections to the same piece of road as described above. Mr. H. Badgery, senr., then wishing to have the road opened, did not make any objection until years after, nor any other person, to that portion now in question; therefore, all the Government had to do was to proclaim the road, call for claim for compensation, and open it. At that time, and for years after, until the completion of the Southern Railway line to Faviel's contract, the land through which the road passes in the northern boundary, M'Williams' 640 acres (now H. Badgery's), unenclosed, Mr. John Alston, my agent, purchased for me 395 acres of land at a Government land sale at Berrima, on the 20th June, 1859, and transferred by deed the same to me on the 2nd July, 1860; and from that time this road was always travelled to and fro by me and others, until a deep cutting was made by the railway contractor for the railway line across the eastern end of the same road, close to my land, which stopped all communication except by trespass; and that with Mr. Badgery's knowledge, and in fact consent, by him arranging with me to have a slip-panel at the east end of this road, leading into a Government road at the north-east corner of my land, where we fenced the boundary between his and my land previous to the railway-cutting. When the Government had measured the 395 acres of land which Mr. Alston purchased for me, a road was left on the western boundary between that land and M'Williams' (now H. Badgery's), leading from the north-west corner-pin of James Osborne's 640 acres to H. Badgery's land at my north-west corner-pin; and no doubt it was the intention of the Government to extend it to some road as an outlet for these farms, there being no outlet in any direction. Mr. James Osborne, myself, and I think Johnson, being the only purchasers of land in that locality in 1860 or thereabouts, jointly applied to the Government for a road out, commencing at the northern end of the Government road left between H. Badgery's (formerly M'Williams') and my land. We described two roads from that point through H. Badgery's land; the one leading to a place where one commonly known by the name of Galvin Jack lived, on the Old Argyle Road; the other passing nearer to Mr. Badgery's house, but still coming out on the Old Argyle Road, and were satisfied to take the former, being of the least inconvenience to Mr. Badgery. He then, knowing that we must have a road out, or being informed that we had applied for one, and not having a claim to ask for one himself, having an outlet to his land, went to Gough, who was then a tenant of a portion of Johnson's land, on the south-east corner, near M'Williams', and requested him to apply to the Government for a road out, since he (Gough) could not get out without trespassing, which letter Mr. Badgery wrote, of which I have a copy from Gough, and I have no doubt the original is in the Government office. The Government then sent up Mr. Surveyor Evans to survey and mark a road. I saw Mr. Evans the day before he went to measure; he gave me no information of this road, but went to Mr. Badgery the next day, who went with him and pointed out while he (Mr. Evans) surveyed and marked a road, a portion of which is the very road now in question, which is the one gazetted in 1860, and objected to neither by Mr. Badgery nor any other person, except a portion at the west end, commencing at the Reedy Creek, running westward, which we objected to, because it didn't suit us, and our objection was entertained by the Executive Council. Now, when the railway interfered, it then suited Mr. Badgery to take me nearly 3 miles out of my way (a bad road besides), and to do away with our road. We then stood to our former application. This is the present piece of road now in question, leading to Galvin Jack's, at the Old Argyle Road. Mr. Surveyor Campbell had some time after to measure some land south-west of that road; Mr. Badgery then got him to recommend the same road as Mr. Evans did; we again objected to that portion at the Reedy Creek as before. The then Surveyor General, who died shortly after, sent up Mr. District Surveyor Gordon to inspect the road and report on Mr. Surveyor Campbell's report; he (Mr. Gordon) reported to the Government that Mr. Campbell could not have seen the road, or otherwise he could not have sent in such a report, and recommended that we should have the road we asked for.

The

The Honorable John Robertson, who was then Minister for Lands, decided that orders should be sent to Mr. Surveyor Campbell to survey and mark the road we asked for, and that was to remain unproclaimed as long as Mr. Badgery did not object to the public travelling on it; but that as soon as he did, it was to be proclaimed and opened. Mr. Surveyor Campbell then surveyed and marked the road. The road in question is a part of the same up to the new Barren Ground Road as now gazetted. We of course took no further trouble, but travelled this road without any interruption until the railway interfered, when Mr. Badgery fenced across the road, and placed up a written notice which ran thus:—"Any person found trespassing on these premises will be prosecuted without respect to persons." You will perceive that, on the railway plan which was laid before Parliament and sanctioned, and a sum of money voted to carry out the railway line, this road was marked as a public road. This portion of the railway line was contracted for by Roberts & Forster, and when the Government Railway Engineer who had charge of that portion of the line was about to mark and peg out the spot for the erection of the bridge over the cutting at the crossing of the road, Mr. Badgery stopped him from so doing. The contractor had the materials on the ground for the erection of this bridge, which were removed for the purpose of building Mr. Badgery's, but since brought back. I then complained to the Government, and insisted on the bridge being built, or that we should have a road, the continuation of the first Government road along the railway line to where Mr. Badgery was to get a level crossing and a bridge near his house, within fifty rods of each other; from thence to the Shoalhaven Road, leading to Sutton Forest. Mr. Surveyor Twynam, the District Surveyor, then came up and inspected the road, and decided on the same road and bridge now in question; but from the Reedy Creek, at the west end of the road now in question, he marked a new route to the Argyle Road, and Mr. Surveyor Horton was ordered to measure and mark this, which was done. But a portion of this was hilly, and the Barren Ground settlers who recently settled there, objected to the hilly portion, and desired the road before applied for by us. Mr. Badgery then, unknown to some of us concerned, quietly got these few people to sign a petition for him for the road they now have from Barren Ground to Sutton Forest, and handed it to Mr. R. Roberts, then Member and colleague with me for this county, who secretly and unknown to me handed it to Mr. Wilson, at that time Minister for Lands, who ordered a road to be taken for me through *Mr. Osborne's* land, not *Mr. Badgery's*, and under and over bridge, where there is a steep embankment about half a mile long. This over-bridge was left as an outlet to conduct the water from the line, and is a watercourse in any damp season. Within half a mile of the east end of this road at my land, there are several settlers who have no road out; their names are—*M. Williams, Jno. M. Williams, Richard Rachel, Jno. Sampson, W. Bell, W. Clout, and Jordan*, with their wives and children. Some of the parents have applied to me as their Member to get them a road, and stated that they have timber and produce on their own lands which they could make good use of had they a road; that they have at present to go on sufferance across Mr. Badgery's land; that he will not allow them to take a dray any way heavy loaded, for fear of cutting up his land; and that they have now a contract for timber for the building of a Wesleyan Chapel at Goulburn, and have the timber ready, but cannot deliver it in consequence, and are therefore put to very great inconvenience. Now there can be no doubt that this road in question, according to the different surveys and notice calling for objections, must have been recommended by the present Surveyor General, the two preceding Surveyor Generals, the two District Surveyors, viz., Mr. District Surveyor Gordon, and Mr. District Surveyor Twynam, as well as three surveyors who surveyed the road, viz., Mr. Surveyor Evans, Mr. Surveyor Campbell, and Mr. Surveyor Horton.

I therefore pray that justice be done, the road proclaimed and opened, and the bridge erected without delay, to do away with the inconveniences.

I have, &c.,
JOHN MORRICE.

No. 73.

THE CLERK OF THE EXECUTIVE COUNCIL TO THE SECRETARY FOR LANDS.

Executive Council,
18 May, 1870.

SIR,

In compliance with the request contained in the Under Secretary's letter of the 13th ultimo, No. 25, I do myself the honor to forward you the objections lodged with me to the formation of the proposed parish road noted in the margin.

I have, &c.,
ALEX. BUDGE,
Clerk of the Executive Council.

From the north boundary of J. Osborne's 640 acres, near the north-west corner of the Barren Grounds and Sutton Forest Road.

As direction has been given, through memorandum of the Honorable the Minister for Lands, for the erection of the bridge, it is perhaps hardly necessary for me to report on the objections, further than to state that I am still of opinion that the road is unnecessary, that it will be an injury to Mr. Badgery, and that it is a road in lieu of which another was taken through his property. The cost of fencing is to Mr. Badgery, £80; to Mr. Morris (representative of the late James Johnson), £5.—ROBT. FITZGERALD, for Surveyor General, 19 May, 1870.

It has been ascertained by reference to the Railway Department, that nothing has yet been done in the erection of the bridge.—23 May.

No. 74.

J. MORRICE, Esq., to THE SECRETARY FOR LANDS.

Bromley, Moss Vale,
20 May, 1870.

SIR,

Understanding that objections have been made to the opening of the road from Osborne's north-west corner along a reserved road through my land, H. Badgery's, and that held by the representatives of the late James Johnston, to the Barren Ground Road, on the score of the expense to the public for fencing a portion of the said road, I hereby offer to undertake to defray the cost of such fencing as may be required on each road—that is, the unfenced portion passing through Henry Badgery's land.

I have, &c.,
JOHN MORRICE.

No. 75.

No. 75.

SURVEYOR GENERAL to THE MINISTER FOR LANDS.

Précis for information of the Hon. the Minister for Lands.

A ROAD was proclaimed on 27th March, 1860, through Mr. Badgery's land, and through Mr. Morrice's 226 acres, to afford access from the Barren Grounds to the Old Argyle Road, and by that road to Sutton Forest. It was objected to by Mr. Morrice, and another road more direct towards Sutton Forest through Mr. Roberts' and Mr. Badgery's land, was confirmed (8th September, 1868,) and opened in lieu of the first proposed road.

Access to the road confirmed was afforded to a 395 acres portion belonging to Mr. Morrice by a short road proclaimed 2nd June, 1868.

It is for a portion of the road preliminarily notified in March, 1860, that Mr. Morrice applies. It would afford better access to his 395 acres, and connect it with his 226 acres, but it has been objected to on the ground that Mr. Morrice has already been given access to his 395 acres; that the traffic would be next to none; that it would be taken principally from Mr. Badgery's land, out of which the greater part of the road confirmed in 1868 had been taken, and would cost £500 for bridge over the railway, and (if opened only to where it crosses the present road) £85 for fencing. By a letter just received, Mr. Morrice offers to fence the road; the cost to the Government may therefore be considered as reduced to £500 for bridge over the railway.—ROBT. FITZGERALD (for Surveyor General), 27 May, /70.

Recommend to Executive Council that the road as applied for in Mr. Morrice's letter, No. 1,120/70, be confirmed.—C.C., 14 July.

The Executive Council has authorized the confirmation of this road.

Minute 70/29.—Confirmed, 4 August, /70.

See Roads 70/1765; Government Gazette, 23 August, /70.

The Colonial Secretary, 31 August, /70.

Referred specially for the information of the Surveyor General.—B.C., 2 Sept., 1870, W.W.S.

No. 76.

J. MORRICE, Esq., to THE SECRETARY FOR LANDS.

Bromley, Moss Vale,
16 July, 1870.

SIR,

I have the honor to beg that you will favour me with a reply to say what has been done in regard to a petition handed in by me to the Minister for Lands from the inhabitants of Moore's Flats, Cross Roads, Ploughed Ground, Barren Ground, and Sutton Forest, signed by upwards of 90 landholders, leaseholders, and residents, praying for the opening of the road commencing at the Old Argyle and a Government road at J. Morrice's (now J. D. Jones') north-west corner pin; along that Government road on the north boundary of that land and J. Morrice's 226 acres; thence along the east boundary of the last-mentioned land and west of James Nye's and H. Badgery's 1,900 acres; from thence, on the south of James Nye's and H. Badgery's 1,900 acres; and on the north of Hurltel's and Robertson's (now Morris's) to the Barren Ground and Sutton Forest Road; from thence, running east across the railway line on the north of M. Williams' 640 acres and south of H. Badgery's land to a Government road at J. Alston's (now J. Morrice's) 396 acres.

I have, &c.,
JOHN MORRICE.

No. 77.

J. MORRICE, Esq., to THE SECRETARY FOR LANDS.

Moss Vale, Bromley,
16 July, 1870.

SIR,

I have the honor, on behalf of James Nye and others of the Barren Ground, inhabitants of Sutton Forest, numerously signing a petition for the opening of a road already surveyed; commencing at the south-east corner of James Nye's land, and on the south boundary of Henry Badgery's 1,900 acres, and north-west corner of A. Hurltel's 640 acres at the Recdy Creek, running east to the Barren Ground and Sutton Forest Road, and on the north of Robertson's now Morris's land, and south of H. Badgery's 1,900 acres.

I have, &c.,
JOHN MORRICE.

No. 78.

J. MORRICE, Esq., to THE SECRETARY FOR LANDS.

Moss Vale, Bromley,
16 July, 1870.

SIR,

I have the honor to request that you will be as kind as to inform me if anything had been done in my case towards opening the road at the crossing of the railway near Mr. H. Badgery's land, and J. Alston's (now John Morrice's), and along M. Williams' northern boundary, and if any steps had been taken towards erecting a bridge over that crossing; if not, what steps do the Government intend to take.

I have, &c.,
JOHN MORRICE.

P.S.—As it appears that the only objection the Government officers have to the opening of this road is the expense of fencing.—I have written already, and offer to do at my own cost the necessary fence required.—J.M.

31

No. 79.

THE UNDER SECRETARY FOR LANDS to THE UNDER SECRETARY FOR WORKS.

Department of Lands,
Sydney, 23 July, 1870.

SIR,

Referring to the correspondence which has taken place on the subject of the opening of the road through Mr. Badgery's land, to afford access from the Barren Grounds, *via* the Old Argyle Road, to Sutton Forest, I am directed by the Secretary for Lands to inform you that the confirmation of the line advocated by Mr. Morrice will be recommended for the approval of the Governor and the Executive Council.

I have, &c.,
A. O. MORIARTY.

No. 80.

J. MORRICE, Esq., to THE MINISTER FOR WORKS.

Browley, 26 July, 1870.

SIR,

Being informed that the Government have decided on the opening of the road, and in building of the bridge on the railway-crossing at M^cWilliams,—now H. Badgery and Alston's, now my land,—I have the honor to beg that you will urge on the Lands Department to at once instruct the surveyor to open the said road, and that you will at once cause the bridge to be built without delay, as great inconvenience is felt, and that for a long time, for the want of such.

I have, &c.,
JOHN MORRICE.

No. 81.

GAZETTE NOTICE.

Department of Lands,
Sydney, 23 August, 1870.

PARISH ROAD.

NOTICE is hereby given, in conformity with the provisions of the Act 4th William IV, No. 11, that no objections having been made to the proposed opening of the parish road mentioned in the annexed Schedule, His Excellency the Governor, with the advice of the Executive Council, has been pleased to confirm the said road; and it is hereby declared expedient to open and make the road referred to, according to the plans and books of reference, to be seen at the Police Offices mentioned.

Any persons intending to claim compensation in respect of the said lines are reminded that notice must be served on the Colonial Secretary within forty days from the date hereof, as are provided by the sixth section of the Act above referred to, or they will be for ever foreclosed from such claim.

By His Excellency's Command.

SCHEDULE REFERRED TO.

Description of Road.	Date of previous Notice of intended opening of Road.	Plan, &c., lodged at the Police Office at	Remarks.
Road from the north boundary of James Osborne's 640 acres, near its north-west corner, to the Barren Ground and Sutton Forest Road, at its intersection with the south boundary of H. Badgery's 1,920 acres.	8th April, 1870.	Berrima.	Notwithstanding the objection.

No. 82.

J. MORRICE, Esq., to THE SECRETARY FOR WORKS.

Sydney, 26 August, 1870.

SIR,

I have the honor to draw your attention to the publication in the Government Gazette of the 23rd August (Tuesday), confirming the following road; commencing from the northern boundary of James Osborne's 640 acres, near its north-west corner, to the Barren Grounds and Sutton Forest Road, at its intersection with the south boundary of H. Badgery's 1,920 acres; and beg to urge upon you the necessity of at once, without delay, the building of the bridge over the railway cutting across such road, which was laid before Parliament and sanctioned by Parliament. The inconvenience of the want of this bridge has been felt ever since such cutting has been made.

I have, &c.,
JOHN MORRICE.

I have no report to make; I have simply to ask if this bridge is to be built. The whole matter is so well known that I have nothing more to say upon the subject.—J. WHITTON, 5/9/70.

The previous papers are with the Lands—they should be obtained.—C.A.G., 7/9/70.

Under Secretary for Lands.—J.R., B.C., 9/9/70.

No. 83.

H. BADGERY, Esq., to THE CLERK OF THE EXECUTIVE COUNCIL.

Vine Lodge, Sutton Forest,
29 August, 1870.

SIR,

In reference to the opening of a parish road from the north boundary of James Osborne's 640 acres, near its north-west corner, to the Barren Grounds and Sutton Forest Road, at its intersection with the south boundary of H. Badgery's 1,920 acres, dated 23rd August, 1870,—date of original notice, 8th April, 1870,—I have the honor to offer my strenuous objections to the said road as laid before the Minister for Lands twelve months since; first, upon the grounds that it is not required for public accommodation; secondly, because this road has been opposed for nine years by the only individual moving in the matter, until I consented to allow another road through my property in lieu thereof, at great inconvenience and loss, notwithstanding I have already given miles of road through my land without compensation.

I have, &c.,
HENRY BADGERY.

The Notice of 23rd August, herein referred to, emanated from the Colonial Secretary's Department, and this communication should have been addressed to the Colonial Secretary.

Forwarded to the Principal Under Secretary.—A. C. BUDGE, Clerk of the Council. B.C., 13/9/70.

No. 84.

THE UNDER SECRETARY FOR LANDS TO THE UNDER COLONIAL SECRETARY.

Department of Lands,
Sydney, 31 August, 1870.

SIR,

In drawing your attention to the notice in the Government Gazette of the 23rd August last, respecting the confirmation of the line of road from the north boundary of James Osborne's 640 acres, near its north-west corner, to the Barren Grounds and Sutton Forest Road, at its intersection with the south boundary of H. Badgery's 1,920 acres,—I am directed to request that you will have the goodness, at the end of forty days from the date thereof, to state whether any claims to compensation have been made in respect of the said road, in pursuance of the notice referred to.

I have, &c.,
W. W. STEPHEN.

No. 85.

H. BADGERY, Esq., to THE COLONIAL SECRETARY.

Vine Lodge, Sutton Forest,
20 September, 1870.

SIR,

Observing in Government Notice of 23rd September, that notice of objection to, and claims for compensation for parish roads, are to be forwarded to you,—I have the honor to offer my decided objection to the road from the south boundary of J. Osborne's 640 acres, near its north-west corner, to the Barren Grounds and Sutton Forest Road, at its intersection with the south boundary of H. Badgery's 1,920 acres,—date of previous notice of intended opening of road, 8th April, 1870,—upon the grounds that said road is not necessary for public accommodation. But if the Government persist in opening it, I claim (£200) two hundred pounds compensation.

I have, &c.,
HENRY BADGERY.

Under Secretary for Lands.—B.C., 23 September, 1870, H.H.

No. 86.

J. MORRICE, Esq., to THE SECRETARY FOR PUBLIC WORKS.

Browley, Moss Vale,
29 September, 1870.

SIR,

I have the honor to request that you will take steps to cause the bridge over the railway, Great Southern, near H. Badgery's land, M'Williams' grant (640), Forster's contract, Sutton Forest, on a public road leading to Morrice's land, at Barren Ground Road, as the railway plan laid before Parliament and passed, money voted by the Parliament of New South Wales,—as much inconvenience is felt for the want of such bridge. I beg that you will give it your immediate attention.

I have, &c.,
JOHN MORRICE.

No. 87.

J. MORRICE, Esq., to THE SECRETARY FOR LANDS.

Sydney, 29 September, 1870.

SIR,

I have the honor to request that the parish road recently proclaimed, commencing at James Osborne's north-west corner pin, running through Morrice's and M'Williams' lands to the Barren Ground Road, be at once opened, as the inconvenience of the want of such road is much felt.

I have, &c.,
JOHN MORRICE.

33

No. 88.

THE PRINCIPAL UNDER SECRETARY TO THE UNDER SECRETARY FOR LANDS.

Colonial Secretary's Office,
Sydney, 12 October, 1870.

SIR,

In reply to your letter of the 31st August last, No. 70-78, I am directed to state, for the information of the Secretary for Lands, that no applications have been received in this office for compensation in respect to the line of road from the north boundary of James Osborne's 640 acres, near its north-west corner, to the Barren Grounds and Sutton Forest Road, at its intersection with the south boundary of H. Badgery's 1,920 acres, excepting those from Henry Badgery, which are herewith forwarded.

I have, &c.,
HENRY HALLORAN.

The offer made by Mr. Morrice to fence the road through Mr. Badgery's land has not been referred to in the decision of the Honorable the Minister for Lands (Mr. Cowper), recommending to the Executive Council the confirmation of the road. It is therefore submitted, whether Mr. Morrice should now be requested to have the fencing erected, or instructions at once be given to the surveyor to open the road, and payment afterwards by the Government be made to Mr. Badgery and Mr. Morrice (representative of the late J. Johnston) for fencing.—R. D. FITZGERALD, for Surveyor General, 17 October, 1870.

Approved.—JOHN R.

No. 89.

THE UNDER SECRETARY FOR WORKS TO THE UNDER SECRETARY FOR LANDS.

Department of Public Works,
Sydney, 20 October, 1870.

SIR,

I am directed by the Honorable the Secretary for Public Works to request that you will return to this office the papers relating to Mr. Morrice's bridge over the Great Southern Railway, sent to you on the 5th instant.

I have, &c.,
JOHN RAE.

Mr. Freeman.—Papers are with you, I believe, for letters to Messrs. Badgery and J. Morris.—W. W. STEPHEN, 20 Oct., 1870.

No. 90.

MINUTE OF THE SECRETARY FOR LANDS.

WRITE Mr. Badgery and Mr. John Morris, and inform them of the desire of the Government Executive Council in the matter of the road through their property, at the Barren Grounds. Say that it will be necessary for Mr. Morrice to enter upon their land for the purpose of fencing, and that Mr. Morrice has engaged to fence from James Osborne's north-west corner to the Barren Grounds, Sutton Forest.

JOHN ROBERTSON.

Urgent. Surveyor General, for any further action that may now be required.—W. W. STEPHEN. B.C., 31 October, 1870.

No. 91.

THE UNDER SECRETARY FOR LANDS TO H. BADGERY, Esq.

Department of Lands,
Sydney, 31 October, 1870.

SIR,

I am directed by the Secretary for Lands to inform you, that the confirmation of the road from the north boundary of Mr. James Osborne's 640 acres to the Barren Grounds Road, has been determined on by the Governor and Council; but that Mr. John Morrice having engaged to fence the road from Mr Osborne's north-west corner to the Barren Grounds and Sutton Forest, it will be necessary, to enable him to do so, that you should allow him to enter upon your land.

I have, &c.,
W. W. STEPHEN.

No. 92.

THE UNDER SECRETARY FOR LANDS TO JOHN MORRIS, Esq.

Department of Lands,
Sydney, 31 October, 1870.

SIR,

I am directed by the Secretary for Lands to inform you, that the confirmation of the road from the north boundary of James Osborne's 640 acres to the Barren Grounds Road, has been determined on by the Governor and the Executive Council; but that Mr. John Morrice having engaged to fence the line from James Osborne's north-west corner to the Barren Grounds and Sutton Forest, it will be necessary, to enable him to do so, that you should allow him to enter upon your land.

I have, &c.,
W. W. STEPHEN.

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No. 93.

J. MORRICE, Esq., to THE MINISTER FOR LANDS.

Sydney, 1 November, 1870.

SIR,

I have the honor to inform you that Henry Badgery, Esq., J.P., of Vine Lodge, refused to allow me to fence the road from James Osborne's north-west corner-pin (640 acres), along the boundary of M^r Williams' 640 to the Barren Grounds Road, of which I hereby enclose you a letter from that gentleman. I therefore pray that you will cause the opening of this road at once, so as I may be enabled to proceed with the fence, as I have entered into contract with men to complete the same.

I have, &c.,
JOHN MORRICE.

[Enclosure.]

H. Badgery, Esq., to J. Morrice, Esq.

Vine Lodge, Sutton Forest,
26 October, 1870.

Sir,

Lest you should misconstrue what took place at our last meeting into consenting to another road being opened through my property, I take the opportunity to inform you that it is my determination to oppose such a step, until proclaimed by the Government; and therefore caution you or your servants against trespassing upon any portion of my estate, until the said road is proclaimed by the Government, or I shall proceed as the law directs.

I remain, &c.,
HENRY BADGERY.

Let the road be opened without further delay, and inform Mr. Morrice when it is opened, so that he may go on with the fencing.—JOHN ROBERTSON.

No. 94.

THE SURVEYOR GENERAL to MR. SURVEYOR DALGLISH.

[Very urgent.]

Surveyor General's Office,
Sydney, 8 November, 1870.

SIR,

The road from the north boundary of James Osborne's 640 acres, near its north-west corner, to the Barren Grounds and Sutton Forest Road, at its intersection with the south boundary of H. Badgery's 1,920 acres, having been confirmed as a parish road, by a notice dated 23rd August, 1870, folio 1821, in the Government Gazette of 23rd August, 1870, I have to request that you will, as early as may be convenient, proceed to formally open the road.

In carrying out this instruction, you will give notice, either verbally or in writing, to the proprietors of any enclosed lands through which the road passes, and suggest to them the desirability of their removing any fences or other obstructions which may exist; and you will then proceed along the road for the purpose of remarking it in those places where the previous marking may have become obliterated.

Should the parties to whom you may give notice not remove the fences or other obstructions, you will summarily remove them, and in doing so you will be guaranteed from loss by action by the Government.

You will be good enough to report the fulfilment of this instruction.

I have, &c.,
P. F. ADAMS,
Surveyor General.

Mr. Dalglish is requested to open this road in person.

No. 95.

J. MORRICE Esq., to THE SECRETARY FOR LANDS.

Sydney, 1 December, 1870.

SIR,

With reference to the tenor of the Executive Minute ordering the opening of the road from the north-west corner of James Osborne's land to the Barren Ground Road, through Mr. Badgery's land, and which Mr. Nye states that the said road is to be opened in accordance with my letter to the Government,—I presume the letter referred to in the Executive Minutes is my letter in reply to the objections offered to the opening of the road by Mr. Badgery, and has no reference to my letter as to fencing; for, on further consideration, I conceive it would be very unfair to require me to fence the road, which if necessary to the public, as it has been decided it is, the fencing ought to be done at the public expense as in other like cases.

I have made a very good arrangement for the fencing, which I will see carried out and give the Government the benefit of, relying on the Government, in fairness and as is usual in like cases, reimbursing me.

I have, &c.,
JOHN MORRICE.

My honorable colleague Mr. Cowper advised the Executive Council on the subject of the fencing. It would be well to forward this letter to him with the Executive Council papers, in order that I may have his views as to what was intended as to the payments for the fencing.—JOHN ROBERTSON.

I did not give the subject of the fencing any special consideration, and I suppose the Under Secretary considered that as Mr. Morrice was willing to fence the land his offer might as well be accepted; but I confess I do not see why, if the opening of the road is sanctioned, any conditions should be exacted from Mr. Morrice of an exceptional character.—CHARLES COWPER, 2 December, 1870.

To be treated as cases of the kind are usually treated.—JOHN ROBERTSON.

No. 96.

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No. 96.

TELEGRAMS.

R. D. Fitzgerald (for Surveyor General), to S. Dalglish, Goulburn.

6 December, 1870.

Has Mr. S. Dalglish opened the road through Mr. Badgery's land, as instructed, at Sutton Forest?

R. D. Fitzgerald (for Surveyor General), to S. Dalglish, Picton.

7 December, 1870.

Has Mr. S. Dalglish opened the road through M. Badgery's land, as instructed, at Sutton Forest?

R. D. Fitzgerald (for Surveyor General), to S. Dalglish, Picton.

8 December, 1870.

Open Barren Grounds Road, and intimate to the nearest Station-master that the fence of the railway can be replaced for safety of the public.

P. F. Adams to S. Dalglish, Picton.

9 December, 1870.

I depend upon you opening the road on the 10th instant. Send telegram when opened.

No. 97.

MR. SURVEYOR DALGLISH to THE SURVEYOR GENERAL.

Picton, 7 December, 1870.

SIR,

1. Adverting to your letter of instructions, No. 70/66, requesting me to formally open the road from the north boundary of James Osborne's 640 acres, near its north-west corner, to the Barren Grounds and Sutton Forest Road, at its intersection with the south boundary of H. Badgery's 1,920 acres, I have now the honor to report.

2. Along and within the north boundary of W. M'Williams' (now H. Badgery's) 640 acres, the line of road passes across the Great Southern Railway. The point of crossing is at a deep cutting, over which a bridge would require to be constructed, and without which the road is impracticable.

3. The railway property is enclosed by a substantial fence, the removal of which for the purpose of formally opening the road, would allow cattle and other stock from the adjoining paddocks and from the country generally to trespass on the railway.

4. Under these circumstances, I would respectfully submit that it is not advisable to formally open the road in question till a bridge has been erected over the railway, and approaches thereto provided.

I have, &c.,

J. C. DALGLISH,

Government Surveyor.

No. 98.

MR. SURVEYOR DALGLISH to THE SURVEYOR GENERAL.

Sutton Forest,

10 December, 1870.

SIR,

I have the honor to report to you that, in compliance with the instructions conveyed to me by your letter No. 70/66, I have formally opened the road from the north boundary of James Osborne's 640 acres, near its north-west corner, to the Barren Grounds and Sutton Forest Road, at its intersection with the south boundary of H. Badgery's 1,920 acres.

I have, &c.,

J. C. DALGLISH,

Govt. Sur.

Very urgent.—It is recommended that the customary notice of the formal opening of the road in question should now appear in the Government Gazette.—R. D. FITZGERALD, for Sur. Genl., 12 Dec., /70.
Govt. Gazette, 13 Dec., /70.—J. ROBERTSON.

No. 99.

GAZETTE NOTICE.

Department of Lands,

Sydney, 13 December, 1870.

ROAD.

NOTICE is hereby given that the line of parish road mentioned in the annexed schedule has been formally marked and opened by the proper officer, and that the same is now open for public use.

SCHEDULE.

Description of Road.	Date of last Notice in Gazette.	Remarks.
The road from the north boundary of James Osborne's 640 acres, near its N.W. corner, to the Barren Grounds and Sutton Forest Road, at its intersection with the south boundary of H. Badgery's 1,920 acres.	23 August, 1870.	

No. 100.

No. 100.

H. BADGERY, Esq., to THE SECRETARY FOR LANDS.

Vine Lodge, Sutton Forest,
14 January, 1871.

SIR, I have the honor to inform you that a sapling fence is in course of erection on my land—I presume by the Government—which I cannot admit as a permanent fence, but quite useless for the purpose of dividing the road from the paddock through which it runs.

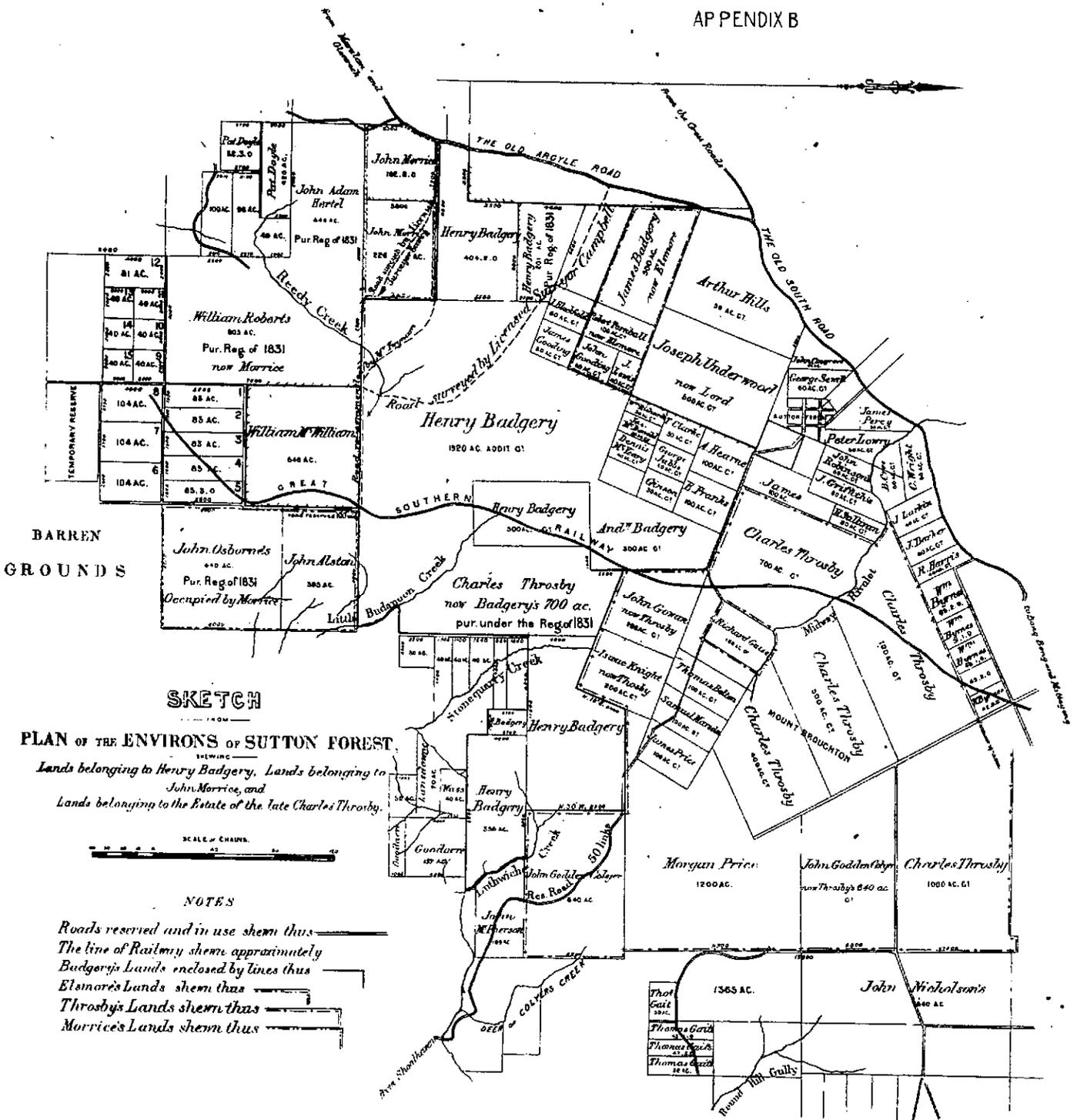
I have, &c.,
HENRY BADGERY.

[Nine plans.]

Sydney : Thomas Richards, Government Printer.—1871.

[4s. 2d.]

APPENDIX B



SKETCH

PLAN OF THE ENVIRONS OF SUTTON FOREST.

VIEWING
 Lands belonging to Henry Badgery, Lands belonging to
 John Morrice, and
 Lands belonging to the Estate of the late Charles Throsby.



NOTES

Roads reserved and in use shewn thus
 The line of Railway shewn approximately
 Badgery's Lands enclosed by lines thus
 Elsmore's Lands shewn thus
 Throsby's Lands shewn thus
 Morrice's Lands shewn thus

PHOTO LITHOGRAPHED AT THE GOVT. PRINTING OFFICE
 SYDNEY, N.S. WALES

Transmitted to the Surveyor General with my letter N° 64 234.

Goulburn, 22 May.

Signed: Edward Twynam,
 District Surveyor

(Sig. 431)

PLAN OF ROAD

FROM A

point on the western boundary of James Osborne's 640 acres at the Parramatta Crown Lands
to the south-western corner of Henry Badger's 404a 2r 0p.

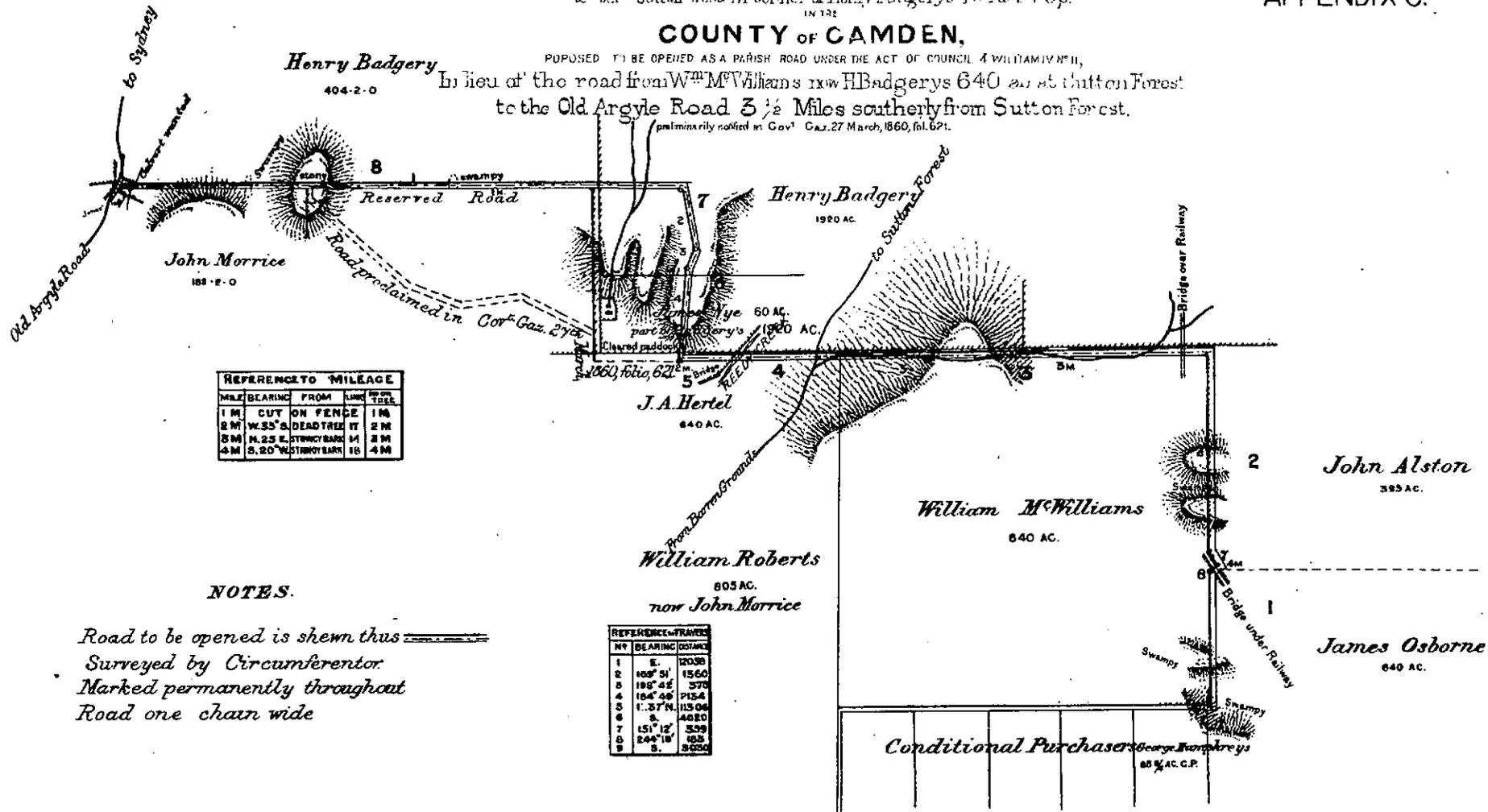
APPENDIX C.

COUNTY OF CAMDEN,

PROPOSED TO BE OPENED AS A PARISH ROAD UNDER THE ACT OF COUNCIL 4 WILLIAM IVTH,

In lieu of the road from WTH M^{RS} Williams' now H^Y Badger's 640 acres at Sutton Forest
to the Old Argyle Road $3\frac{1}{2}$ Miles southerly from Sutton Forest.

preliminarily notified in Gov['] Gaz. 27 March, 1860, fol. 621.

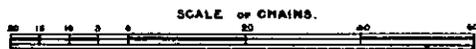


REFERENCE TO MILEAGE			
MILE	BEARING	FROM	TO
1 M	CUT ON FENCE	1 M	1 M
2 M	W. 55° S.	DEAD TREE	11
3 M	N. 23° E.	STWING BARK	14
4 M	S. 20° W.	STWING BARK	18

NOTES.

Road to be opened is shewn thus
Surveyed by Circumferentor.
Marked permanently throughout
Road one chain wide

REFERENCE FRAMES		
NO	BEARING	DISTANCE
1	E.	12038
2	100° 51'	1560
3	100° 42'	370
4	104° 46'	1154
5	1.37° N.	11306
6	S.	4080
7	151° 12'	539
8	244° 18'	458
9	S.	3030



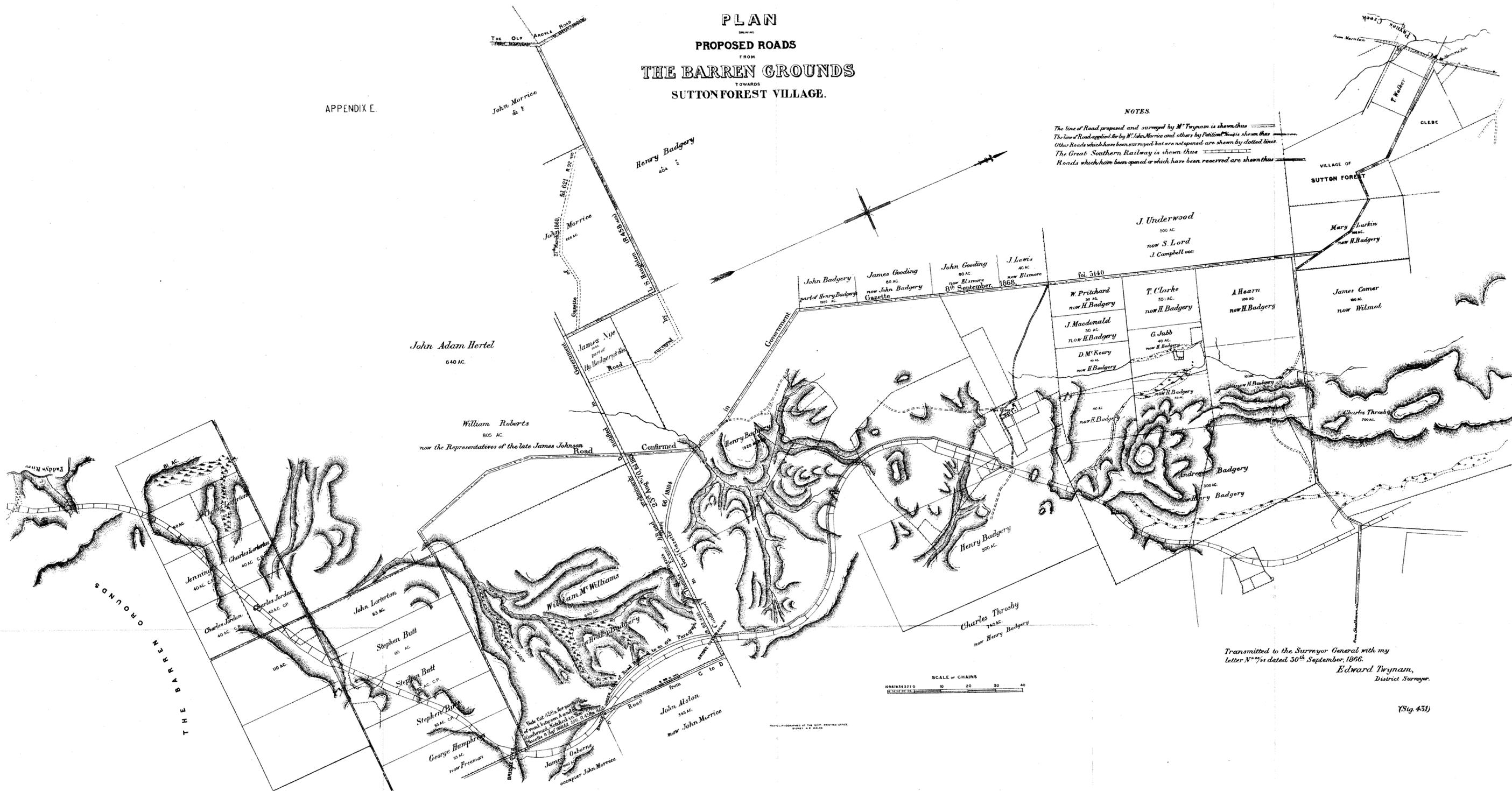
Transmitted to the Surveyor General 27th Oct, 1861.

(signed) J. B. Haughton, L. S.

APPENDIX E.

PLAN
SHOWING
PROPOSED ROADS
FROM
THE BARREN GROUNDS
TOWARDS
SUTTON FOREST VILLAGE.

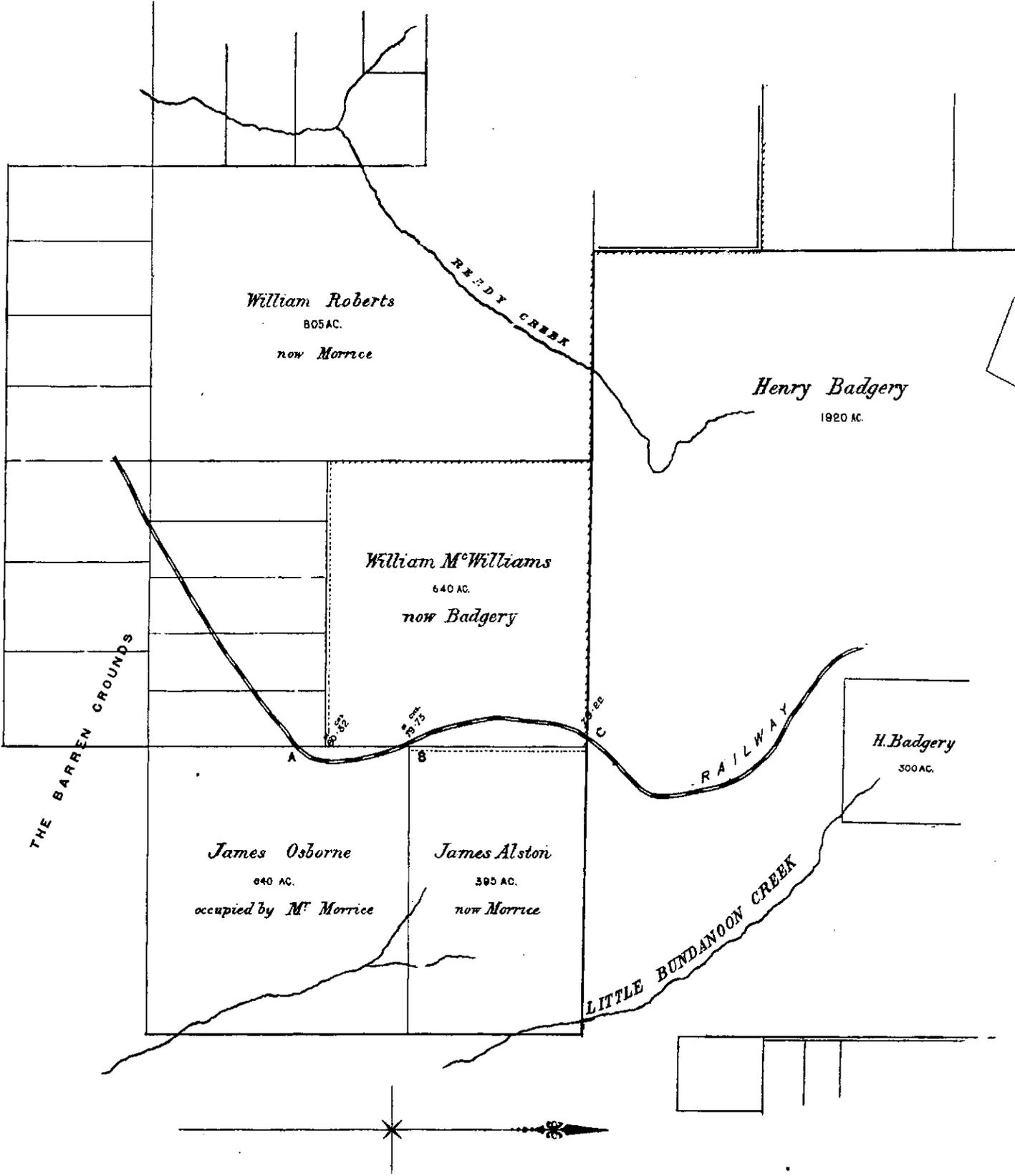
NOTES
The line of Road proposed and surveyed by M^r Tynman is shown thus ————
The line of Road applied for by M^r John Morrice and others by Petition is shown thus ————
Other Roads which have been surveyed but are not opened, are shown by dotted lines
The Great Southern Railway is shown thus ————
Roads which have been opened or which have been reserved are shown thus ————



Transmitted to the Surveyor General with my
letter N^o 111 dated 30th September, 1866.
Edward Twynan,
District Surveyor.

(Sig 431)

APPENDIX F.



(Sig. 451)

PHOTOLITHOGRAPHED BY THE GOVT. PRINTING OFFICE, SYDNEY, N.S. WALLS.

The dotted lines on plan is the only Road that I can obtain positive information of near M° Morrice's land signed K.M.

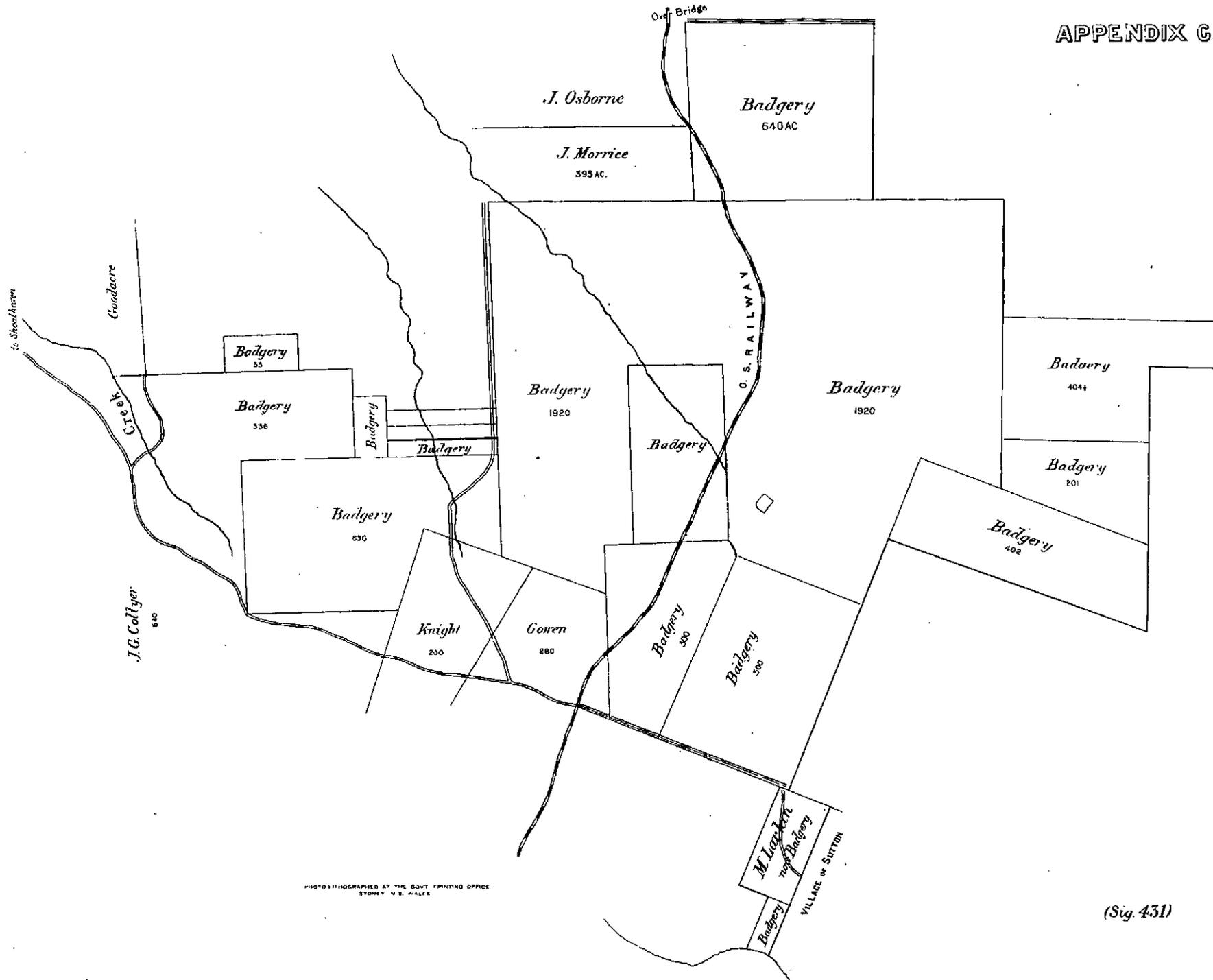
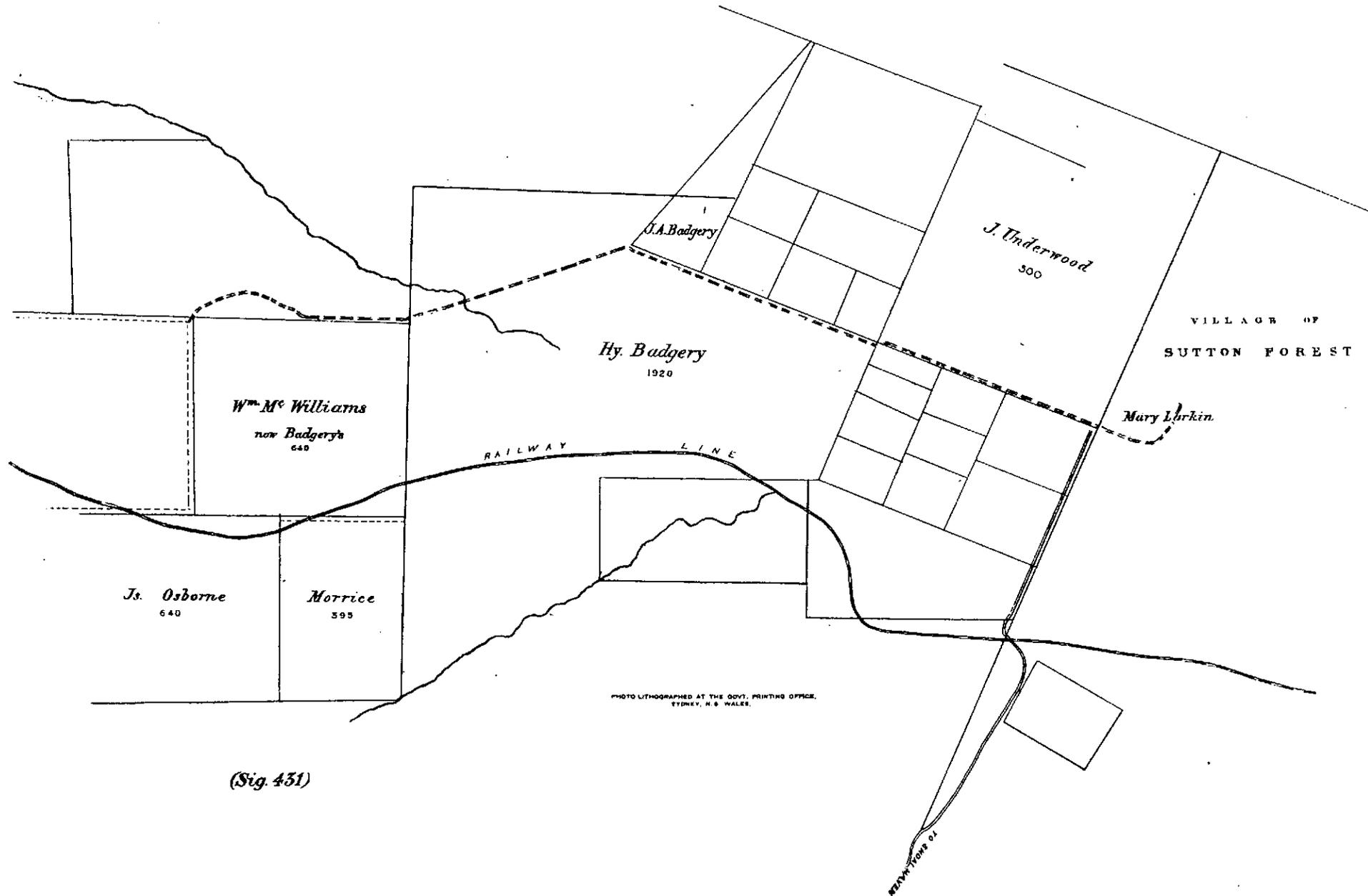


PHOTO LITHOGRAPHED BY THE GOVT. PRINTING OFFICE
STONEY M.B. HALLS

APPENDIX H.



(Sig. 431)

PLAN
of ROAD from the North boundary of JAMES OSBORNE'S 640 ac. (near its NW cor.)
TO THE

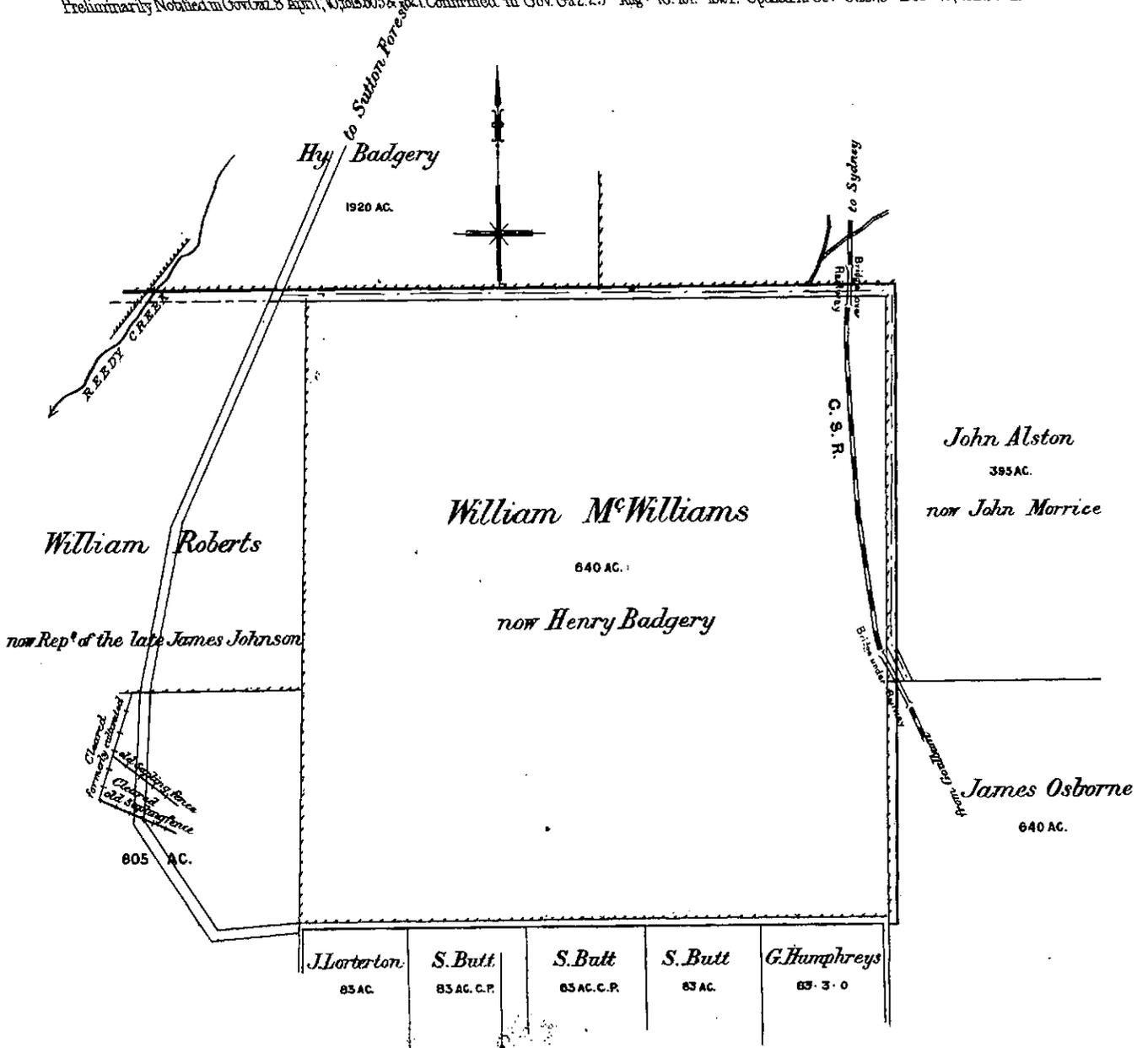
BARREN GROUND AND SUTTON FOREST ROAD,

at its intersection with the South boundary of H. BADGERY'S 1920 ac.

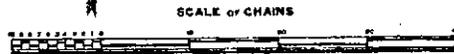
PROPOSED TO BE OPENED AS A PARISH ROAD UNDER ACT OF COUNCIL 4 WILLIAM IV N^o II

Road to be opened 1 chain wide shewn thus 

Preliminary Notified in Gov. Gaz. 8 April, 1903, 805 & 827. Confirmed in Gov. Gaz. 23rd Aug^r 1904, fol. 1821. Opened in Gov. Gaz. 13th Dec^r 1904, fol. 2754.



(Sig. 451)



1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

TUMUT-STREET, ADELONG.
(PETITION—CERTAIN INHABITANTS OF ADELONG.)

Ordered by the Legislative Assembly to be Printed, 24 August, 1870.

To the Honorable the Legislative Assembly of New South Wales.

The Petition of the undersigned Inhabitants of Adelong,—

HUMBLY SHOWETH:—

That the present state of the main street (namely Tumut-street) in the Town of Adelong is almost impassable, being in places a perfect swamp, causing a great deal of loss and inconvenience to persons in business and others, and endangering life, limb, and property to a serious extent; and that considerable inconvenience and delay is experienced in the delivery of Her Majesty's mail, whereby business is retarded and the facilities which been extended to other towns in this district have been here unprovided.

Your Petitioners beg most respectfully to call your attention to the fact, that moneys expended on this street up to the present time have been subscribed for by the inhabitants, in reclaiming it from its wild state in the shape of clearing timber, stumps, &c.

We humbly submit that the Adelong Gold Field is one of the most important in the Colony, and that the street in question forms part of the main mail road to Tumut, Kiandra, Upper Adelong, and Tumberumba, and the revenue from this district is considerable; and we pray that your Honorable House will be pleased to take the premises into consideration, and afford such relief as your Honorable House will seem meet.

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

[*Here follow 82 Signatures.*]

1870-71.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

WALLACE-STREET, BRAIDWOOD.

(RETURN OF MONEY EXPENDED IN REPAIRING.)

Ordered by the Legislative Assembly to be Printed, 25 January, 1871.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 22nd November, 1870, That there be laid upon the Table of this House, a Return showing,—

“ (1.) The amount of money expended in repairing Wallace-street, in the town of Braidwood, from the 1st January, 1869, to present date; the purpose from which such money was transferred; the nature of the repairs performed or under progress; and by whose authority the works were authorized.

“ (2.) A return of the amount of money expended in repairs to Major’s Creek, Araluen, and the Clyde Road, from the 1st January, 1869, to the present time; the nature of the work done or to be done; by whose authority these works were undertaken; and from what fund is the money supplied to pay for them.”

(*Mr. Tunks.*)

WALLACE-STREET, BRAIDWOOD.

RETURN of Expenditure upon the undermentioned Roads, from 1st January, 1869, to present date.

Road.	Nature of Work done.	Nature of Work to be done.	By authority of Parliament.	Appropriated by Minister from Vote for Unclassified Roads.	Total Expenditure.
1. Monga to Major's Creek, Elrington.	Forming, ballasting, clearing, and repairs.	.....	£ s. d. 240 0 0 (on Schedule)	£ s. d.	£ s. d. 240 0 0
2. Do. do. Reidsdale	Do. do. do.	Forming, ballast, drains, and repair, cuttings.	80 0 0 (on Schedule)	100 0 0	80 0 0
3. Braidwood to Araluen.	Forming, ballasting, side-cuttings, drains, clearing, culverts, stone-crossings, and causeways, maintenance, repairs, and additional spans to O'Brien's Bridge.	Ballast, stone-crossings, and maintenance, repairs.	750 0 0 (on Schedule)	140 0 0	881 3 4
4. Braidwood to Elrington.	Repair of Honeysuckle Creek Bridge, ballast, repair of cuttings, reforming, cutting, stone-crossing, drains, and clearing; final do. do.	.....	.....	200 0 0	102 11 6
5. Clyde Road	Forming, ballasting, side-cuttings, drains, culverts, clearing, stone-crossings, causeways, maintenance, repairs, tools, &c.	Ballasting, widening cuttings, Currowan Creek, construction of dam across watercourse near Braidwood, and for maintenance, wages.	875 0 0 (on Schedule) 1,750 0 0 (on Estimates)	.....	2,557 1 9
6. Elrington to Araluen.	Forming, side-cuttings, clearing, culverts, stone-crossings and causeways, and repairs to cuttings.	Culvert at Araluen	56 0 0 (on Schedule)	144 0 0	148 10 0
7. Moruya & Araluen Road.	Side-cuttings, drains, ballast, clearing, culverts, stone-crossings and causeways, and general maintenance, repairs.	No funds for any further works.	864 0 0 (on Schedule) 1,500 0 0 (on Estimates)	.....	2,362 0 0
8. Araluen to Moruya, <i>via</i> Kiora.	Side-cuttings, and minor repairs.	In completing cuttings on Mogendowra Mountain.	250 0 0 (on Estimates)	.....	107 19 4
				Total	£ 6,569 5 11

Roads Department,
Sydney, 22 November, 1870.

RETURN of Expenditure in repairing Wallace-street, Braidwood, from 1st January, 1869, to present date.

Road.	Nature of Work done.	Nature of Work to be done.	By authority of Parliament.	Appropriated by Minister from Vote for Unclassified Roads.	Total Expenditure.
Wallace-street, Braidwood.	Forming, ballasting, and metalling street, and constructing stone crossings.	No further works are contemplated.	Vote.—Marulan to Braidwood, of which Wallace-st. forms a part.	£	£ s. d. 185 10 3
				Total	£ 185 10 3

Roads Department,
Sydney, 22 November, 1870.

1870-71.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

GREAT NORTHERN AND WESTERN ROADS.

(PETITION—INHABITANTS OF WINDSOR, RICHMOND, AND KURRAJONG.)

Ordered by the Legislative Assembly to be Printed, 19 April, 1871.

To the Honorable the Members of the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of the undersigned Inhabitants of the Districts of Windsor, Richmond, and Kurrajong, and other persons interested in the traffic connected with the Great Northern and Western Roads, in the Colony of New South Wales,—

RESPECTFULLY SHOWETH :—

That your Petitioners, for the last twelve months, have sustained serious losses in consequence of the impassable state of that portion of the road called or known as "Bell's Line," which connects the Counties of Cumberland and Cook, and crossing the River Hawkesbury at a distance of about two miles from the Town of Richmond, and over which river a bridge was constructed some years since by a Company incorporated by Act of Parliament, under the name or style of "The Richmond Bridge Company."

That in the month of March, in the year 1870, a flood in the River Hawkesbury carried away a large portion of land, being part of the Government road and the eastern approach to the aforesaid bridge; and that the Company have not reconstructed the said approach, or extended the bridge to the present bank of the river, but have substituted a small punt, which is wholly inadequate to the traffic across the said river, and in times of freshets or floods is utterly useless, thereby causing a total suspension of the traffic for several successive days, and at times for a much longer period.

That the inconvenience and loss occasioned to the settlers at the Kurrajong, and other persons residing in the County of Cook, is very serious and ruinous, insomuch that they are neither able to obtain supplies for their daily subsistence or to take any kind of farm produce to the neighbouring towns for sale or for transit to Sydney by railway.

That a very considerable proportion of the traffic across the said river consists of large numbers of horned cattle, sheep, and horses, travelling from the Northern and Western Districts and other parts of the interior of the Colony to the Metropolitan Market; and that owners thereof are subjected to great and innumerable losses by reason of their not being able to travel stock to market as heretofore by way of Bell's Line and Richmond.

That accidents occur frequently at the said bridge in consequence of its present incomplete and dangerous state, which involve the loss of valuable property of all kinds, and in some cases narrow escapes of human life.

That a Petition from the inhabitants of the aforesaid districts was some time since presented to the late Minister for Works, and that shortly afterwards a deputation was sent to Sydney to confer with the late Colonial Secretary, with a view to procure some relief from the distress incurred by the present state of the aforesaid bridge, but neither of these have been of any avail.

That your Petitioners earnestly pray that inquiry be at once made, in such manner as your Honorable House may deem expedient, respecting the prayer of your humble Petitioners; and that your Honorable House will be pleased to take such steps as will remedy the great and serious injury occasioned by the present obstructions to traffic over the said river.

[Here follow 267 Signatures.]

1870-71.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

BROUGHTON PASS AND MOUNT KEIRA ROADS.

(PETITION—CERTAIN FREEHOLDERS AND LEASEHOLDERS RESIDING NEAR.)

Ordered by the Legislative Assembly to be Printed, 30 May, 1871.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of the undersigned Freeholders and Leaseholders residing on the Roads from "Broughton's Pass to Wilton," and on the "Appin and Mount Keira Road *viâ* Douglas Park Railway Station to Menangle Road",—

HUMBLY SHOWETH:—

That your Petitioners are interested in the expenditure of the moneys voted by your Honorable House for the repair of the roads named.

That your Petitioners know that the moneys are not properly expended by the present Trustees.

And they therefore humbly pray that your Honorable House will cause an inquiry to be made as to the expenditure of the moneys, for the purpose of removing the present Trustees, and appointing others who will better protect the public interest in such expenditure.

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

[Here follow 27 Signatures.]

1870-71.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

TOLLS AT CAMPERDOWN TOLL-GATE.

(PETITION—CERTAIN RESIDENTS AT ASHFIELD, ENFIELD, &c.)

Ordered by the Legislative Assembly to be Printed, 28 March, 1871.

To the Honorable Legislative Assembly of New South Wales.

The Petition of the undersigned respectfully desire to call your attention to the unjust and exorbitant rates of toll levied at the Gate at Camperdown, on the Parramatta Road, and beg that your Honorable Assembly will reduce the same, for the reasons hereinafter mentioned :—

1. That the present charge for two-wheeled vehicles drawn by one horse is 6d., and that for four-wheeled vehicles is 9d.; and such charges press most heavily, in the first place, upon the poor earnings of a large class of woodmen, numbering upwards of 140, as also upon the earnings of many other persons who are employed in the city, and who travel daily in light two and four wheeled vehicles along the road.

2. That the average earnings of woodmen are 30s. per week,—a sum barely sufficient for their support, when it is considered that out of this amount they have to provide for the keep of two horses, beside other expenses, such as wear and tear of carts, &c.

3. That 6d. per day—amounting to 3s. per week, and 9d. per day—amounting to 4s. 6d. per week, is too large a proportion of the earnings of many persons who travel daily in two and four wheeled vehicles along this road.

4. That the greater proportion of this class bring their wood from the neighbourhood of Liverpool, and thereby have to meet the expense of the toll levied at the toll-gate on the Liverpool Road, beside the charge made at Camperdown, which two tolls amount to 1s. within a distance of nineteen miles.

5. That a large number of vehicles travel by the Missenden Road, through Newtown, at great inconvenience, being out of their direct road into Sydney, to escape the high toll at Camperdown, which, on two-wheeled vehicles, is 3d. in excess of the toll levied on the Missenden Road; and very many avoid the payment of the toll altogether by taking a short circuitous route.

6. That should the present rate of toll be continued, the large class of woodmen, many of whom are married men with families to support, will be reduced to great distress in consequence of the increasing scarceness of timber obtainable obliging them to pay a higher price on the spot where it is obtained; and also by having to travel miles for it through the bush, and the character of the country in which they live precluding the possibility of other means of occupation.

7. That the woodmen have to compete in the Sydney market with the increasing supplies brought by rail from the more distant parts of the country, where the wood is comparatively cheap.

8. That the amount annually paid in tolls by woodmen alone is about £900.

Your Petitioners therefore humbly pray that your Honorable House will remove a grievance felt to be unreasonable, and a heavy tax on their means of support.

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

[Here follow 119 Signatures.]

1870-71.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

PICTON TOLL-BAR.

(PETITION—CERTAIN INHABITANTS OF PICTON AND ITS VICINITY.)

Ordered by the Legislative Assembly to be Printed, 2 May, 1871.

To the Honorable the Legislative Assembly, in Parliament assembled.

The humble Petition of the undersigned inhabitants of Picton and its vicinity, in the County of Camden, New South Wales,—

RESPECTFULLY SHOWETH:—

That your Petitioners are residents in or near the village of Picton, on the Great Southern Road.

That prior to the extension of the Railway beyond Picton the traffic on the Great Southern Road was very extensive, and the revenue collected at the Picton Toll-bar, your Petitioners believe, must have amounted to a considerable sum; but since that extension, and the consequent cessation of the traffic, the said toll-bar has ceased to be sufficiently remunerative to be leased in the usual way, and the collection of tolls has been entrusted to the gatekeeper of the railway-crossing.

That the said toll-bar is at present exclusively local and partial in its exactions, affecting chiefly the residents in the Government township of Picton, now generally known as Upper Picton, whose only means of access to Railway, Post Office, Police Office, and stores, is by way of the said toll-bar, while the residents in the more extensive and populous districts of the Oaks, Menangle Road, &c., have free access to all without payment of toll.

Your Petitioners therefore humbly pray your Honorable House to take the premises into favourable consideration, and adopt such measures as in your wisdom shall be deemed necessary to relieve them from so partial an exaction, which your Petitioners feel to be a great injustice very injuriously affecting their interests.

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

[Here follow 123 Signatures.]

1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

BRIDGE OVER BELUBULA RIVER, AT CANOWINDRA.
(PETITIONS IN FAVOR OF, AND CORRESPONDENCE.)

Ordered by the Legislative Assembly to be Printed, 19 August, 1870.

RETURN to an *Address* of the Honorable the Legislative Assembly of New South Wales, dated 27 April, 1870, praying that His Excellency the Governor would be pleased to cause to be laid upon the Table of this House,—

“Copies of all Petitions praying for the erection of a Bridge over the “Belubula River, at or near Canowindra, with copies of all letters, reports, “and documents connected therewith.”

(Mr. Driver.)

SCHEDULE.

NO.	PAGE.
1. Petition from Inhabitants, &c.	2
2. Statistical return of traffic	2
3. B. Stimpson, Esq., M.L.A., recommending Petition.....	3
4. Superintendent Dooner, requesting Lithograph of Town	4
5. Superintendent Dooner, reporting on proposed Bridge sites.....	4

BRIDGE OVER BELUBULA RIVER, AT CANOWINDRA.

No. 1.

To the Honorable the Minister for Lands and Works, &c., &c., &c., Sydney.

The Petition of the undersigned residents, proprietors of Forbes, Canowindra, Carcoar, and the circumjacent districts,

RESPECTFULLY SHOWETH:—

1. That a large traffic now exists, and has for some time existed, from Carcoar and the vicinity thereof to Forbes, across the Belubula River, at Canowindra, and along a line of Government Road.

2. That nevertheless and notwithstanding that is the only direct road from the places aforesaid to Forbes and the country beyond, the traffic is often diverted therefrom during periods of flood, when the Belubula River is not crossable, to the bridge at Cowra, a place situated about twenty-five miles out of the direct line of traffic, whereby much loss of time and expense and other serious inconveniences are occasioned to your Petitioners as well as to others having occasion to travel, or to drive, or take stock, or other merchandise to the town of Forbes, and the rich and populous district in the vicinity, as also the extensive pastoral districts beyond.

3. That a statistical account of the traffic over the said Belubula River, at Canowindra aforesaid, during the three months between the sixteenth of September, 1867, and the sixteenth of December, 1867, is hereunto appended, to which your Petitioners beg to draw your attention in corroboration of the statements above made.

Your Petitioners therefore pray that, taking the above facts into your consideration, you will be pleased to recommend that a sufficient sum be placed on the Estimates for the erection of a permanent Bridge over the Belubula River, at Canowindra, and that the same be laid before Parliament for its sanction at as early a date as possible.

And your Petitioners will ever pray, &c., &c., &c.

[Here follows 202 signatures.]

No. 2.

STATISTICAL Account of Traffic passing through Canowindra, and crossing the Belubula River at that place, during three months commencing 16th September, 1867, and ending 16th December, 1867.

Date.	Wagons.	Drays.	Carts.	Vehicles.	Saddle horses.	Stock.	Foot passengers.
16 September.....	5	3	.....	8	5	10
17 "	4	.....	.....	18	2	6
18 "	2	.....	3	18	7	7
19 "	9	.....	3	25	3	10
20 "	4	.....	.....	15	2,000	6
21 "	7	.....	4	18	.....	7
22 "	4	.....	3	20	.....	5
23 "	11	.....	2	14	25	4
24 "	2	.....	.....	12	.....	8
*25 "
*26 "
*27 "
*28 "
*29 "
*30 "
*1 October.....
*2 "
3 "	1	1	2	.....	6	.....	7
4 "	1	1	.....	.....	9	.....	5
5 "	2	1	.....	12	.....	3
6 "	10	2	.....	7	6,000	6
7 "	9	1	.....	8	.....	7
8 "	3	3	.....	8	.....	5
9 "	2	1	.....	7	.....	2
10 "	4	.....	1	11	.....	6
11 "	7	1	.....	6	.....	1
12 "	10	.....	.....	21	40	6
13 "	2	32	.....	7
14 "	1	1	.....	25	6,000	4
15 "	12	.....	3
*16 "
17 "	4	.....	2	14	30	4
18 "	7	2	13	3	1,300	5
19 "	2	1	18	.....	6
20 "	2	2	17	.....	.....
21 "	1	3	3	18	6,000	4
22 "	7	2	4	30	.....	6
23 "	1	1	.....	22	.....	4
24 "	1	3	2	18	.....	8
25 "	1	1	2	19	.....	4

* Impassable from floods.

STATISTICAL Account of Traffic—*continued.*

Date.	Wagons.	Drays.	Carts.	Vehicles.	Saddle horses.	Stock.	Foot passengers.
26 October .....	.....	2	7	.....	28	30	6
27 " .....	.....	.....	2	4	24	.....	7
28 " .....	.....	.....	2	3	20	.....	6
29 " .....	.....	5	1	.....	19	1,300	7
30 " .....	.....	2	3	2	25	.....	8
31 " .....	.....	3	2	.....	18	1,000	9
1 November .....	.....	6	.....	.....	16	.....	5
2 " .....	.....	2	3	2	17	.....	7
3 " .....	.....	1	3	1	16	.....	6
4 "	3	2	2	2	28	2,900	7
5 " .....	.....	2	1	.....	21	.....	8
6 "	1	1	.....	.....	17	.....	6
7 "	1	2	.....	1	18	.....	6
8 " .....	.....	1	1	2	16	8	8
9 " .....	.....	9	.....	.....	17	1,000	6
10 " .....	.....	4	2	.....	19	.....	9
11 " .....	.....	7	.....	.....	18	.....	8
12 " .....	.....	5	1	1	16	.....	7
13 " .....	.....	2	3	2	15	.....	9
14 " .....	.....	1	1	.....	23	1,600	10
15 " .....	.....	4	3	5	18	2,000	7
16 " .....	.....	6	1	2	17	6	8
17 " .....	.....	4	2	1	29	.....	5
18 " .....	.....	4	3	2	18	.....	6
19 " .....	.....	2	1	3	16	.....	10
20 " .....	.....	2	.....	1	20	.....	7
21 " .....	.....	5	.....	3	24	.....	12
22 " .....	.....	7	1	3	23	.....	8
23 " .....	.....	4	4	2	30	.....	10
24 " .....	.....	5	1	3	27	.....	9
25 "	2	6	2	3	18	.....	11
26 " .....	.....	3	2	2	18	37	8
27 " .....	.....	4	1	3	20	.....	9
28 " .....	.....	6	1	1	19	27	11
29 " .....	.....	2	.....	2	21	26	7
30 " .....	.....	2	1	1	24	.....	12
1 December	2	3	4	2	23	.....	11
2 "	1	6	3	2	20	.....	10
3 " .....	.....	1	1	5	22	.....	8
4 "	3	.....	3	2	20	.....	12
5 "	4	.....	2	2	25	.....	13
6 "	4	.....	1	2	21	.....	11
7 "	3	.....	3	2	23	.....	10
8 "	2	.....	3	1	25	.....	12
9 "	6	2	1	2	20	27	7
10 "	2	.....	.....	6	24	.....	12
11 "	4	.....	3	.....	25	.....	10
12 "	7	2	1	5	18	1,200	15
13 " .....	.....	.....	.....	2	20	.....	12
14 "	3	3	3	2	23	.....	7
15 "	4	4	4	3	25	.....	12
16 "	2	6	2	2	22	150	13

I hereby certify the within to be a correct return, and to have been collected by me during the time specified, viz., from 16th September to 16th December, 1867.

Witness—EDWARD BARRELEY.

THOMAS GLAZIER.

No. 3.

B. STIMPSON, Esq., M.L.A., to THE SECRETARY FOR PUBLIC WORKS.

Blenheim Hall,
Carcoar, 27 July, 1868.

SIR,

I have the honor to present a petition from the inhabitants of Canowindra and the surrounding district, shewing the great necessity for a bridge over the Belubula River, at or near Canowindra, and as this road is of very great importance from the amount of traffic which you will see from the statistical account appended to the petition, the above road has been the main road to the Lachlan River for the last forty years; therefore I trust that you will see the great necessity for placing a sum of money upon the Estimates for the year 1869. I have forwarded a copy of the petition with the original, as it is in such a dilapidated condition.

Mr. Bennett is aware that a sum of money was voted by Parliament about nine years ago for a bridge over the Belubula River, at Canowindra, but owing to the Minister for Public Works at that time, Mr. Holroyd, he declined to carry out the object of the petitioners. Hoping that you will comply with the prayer of your petitioners,

I have, &c.,
B. STIMPSON.

Mr. Bennett, for report. B.C., 31/7/68.—J.R.

Mr. Dooner, for plan and section, with the usual information.—W.C.B., 3/8/68. Mr. Dooner, B.C. Report and section forwarded on the 1st of September, 1868.—P.D.

No. 4.

MR. SUPERINTENDENT DOONER TO THE COMMISSIONER FOR ROADS.

Cowra, 19 August, 1868.

SIR,

I am in receipt of your instructions of the 3rd instant, relative to a section, &c., required for a bridge over the Belubula River, at Canowindra.

I have to report that the township of Canowindra is laid out on the western bank of the river, and on the eastern bank opposite the township the land is purchased. I am unable to trace the streets or roads on the ground, and as some of the town allotments are said to be alienated I have to request a plan of the town to enable me to select a site for the proposed bridge.

I have, &c.,
P. DOONER.

Mr. Acheson to ask at Surveyor General's Office for lithograph, or get tracing if not lithographed.—W.C.B., 24/8/68.

Lithograph sent to Mr. Dooner.—F.W., 24/8/68.

No. 5.

SUPERINTENDENT DOONER'S REPORT.

Cowra, 1 September, 1868.

SIR,

In accordance with your instructions of the 3rd ultimo, relative to a bridge over the Belubula River, on the road from Carcoar to Forbes, I have to report that I have examined the neighbourhood, and herewith forward two sections of the river.

Appendix A.

There are two roads from Carcoar to the Lower Lachlan; the road sketched in red on the accompanying plan has been surveyed and opened for traffic by the officers of the Lands Department, and the road tinted in blue has also been opened for traffic as far as Canowindra. The petition asks for a bridge on the Carcoar to Forbes Road (which is tinted in red on plan). This is the most direct and best road, but if the bridge is built here it will be of little service to the people in the neighbourhood of Canowindra.

Appendix B.

The town of Canowindra is laid out on the southern bank of the river, and the post office is in the inn on this side. On the northern side there are two business houses, the police barracks, and two or three places of residence. Although the road from Carcoar to Forbes, *via* Canowindra, will be something the longest, and the road from the junction of the two roads (tinted in blue) is not quite as good as the more direct road—a bridge at Canowindra will answer all purposes.

The site selected at Canowindra will cross from the town on to a reserve and cross to the proclaimed road.

The Belubula River is very thickly timbered with oaks which grow on the verge of the stream; the banks are of alluvial deposit, and the bed of the stream and substratum under the banks is fine gravel and sand. The borings given on the sections are the deepest for which I had appliances, and an iron bar entered to the depth shown very freely; an extra depth will have to be allowed for in determining the length of the piles. The best timber in the district is flooded red-gum, which may be taken at a maximum length of 30 feet. Material for embankments and for metalling approaches can be easily procured.

Canowindra site.

The river banks and slopes at this place are well grassed, showing very little scour; but the banks are scouring considerably lower down stream, particularly so opposite Icely-street. The river overflows its banks above the site here proposed, and at high water the current sets in very rapidly along the foot of the ridge on the southern or Canowindra side; a first class culvert will be required in the approach on this side. A culvert will also be required in the approach on the northern side. Judging from the heaps of drift piled up against the trees, I am of opinion that this bridge will require to have a central span of at least 80 feet.

Carcoar to Forbes Road.

This road crosses the Belubula about three miles above Canowindra; the formation of the banks, &c., is the same as at Canowindra, except that the banks are crumbling away very rapidly from the action of the stream. On the southern side the river overflows its banks about a mile above the site for proposed bridge, and the approach to the bridge will be impassable long before the flood reaches its maximum level, and the drain shown on section has been formed to keep the river bank dry at ordinary floods. On the northern side the river overflows some four or five miles up, and the stream follows the base of the range and flows very rapidly; it will be necessary to provide for a culvert in each approach, otherwise the traffic will be stopped long before the flood reaches its maximum level.

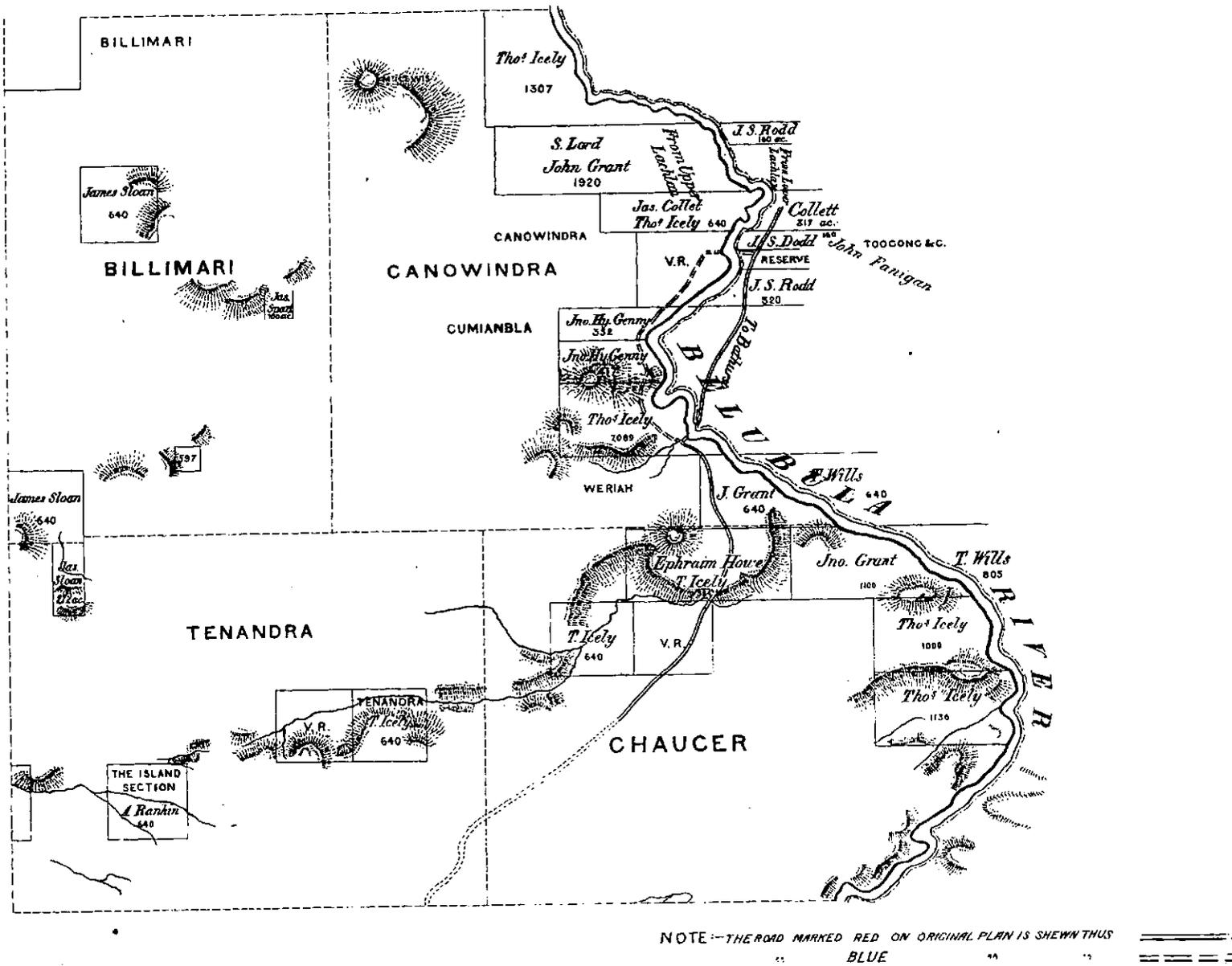
This site will require a bridge having a central span of 80 or 90 feet. The flood levels given have been taken from flood marks on trees, as no reliable information could be got from persons in the neighbourhood, as they contradict each other in their statements.

I have, &c.,
P. DOONER.

A sum recommended to be placed on the Estimates.—W.C.B., 4/9/69.

[Two Plans.]

APPENDIX A



(Sig. 55.)

PHOTO-LITHOGRAPHED BY THE GOVT. PRINTING OFFICE, SYDNEY. H. E. WALLIS.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

BRIDGE OVER THE HAWKESBURY, AT WINDSOR.

(PETITION—CERTAIN INHABITANTS OF WINDSOR, WILBERFORCE, AND THE ADJACENT DISTRICTS.)

Ordered by the Legislative Assembly to be Printed, 28 October, 1870.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.

The Petition of the undersigned Inhabitants of Windsor, Wilberforce, and the adjacent neighbourhood,—

RESPECTFULLY SHOWETH:—

That for a number of years past a ferry has been established over the River Hawkesbury, at Windsor, connecting Windsor with Wilberforce, at which a punt has been plied for the transmission of horses, carts, carriages, and other heavier traffic.

That great delays and other inconveniences have frequently arisen to the public in consequence of so slow a process as a punt only being available for the heavy traffic. Occasionally the punt has met with accidents (having been sunk twice during the past few years), and in times of freshes and floods it is wholly unworkable, to the great detriment and injury of the inhabitants of these parts.

During the recent heavy freshes and floods the punt has not been workable for more than one clear month for a period of five months, causing the loss of many thousands of tons of hay, straw, and potatoes, as well as many thousands of bushels of maize, oats, wheat, and other grain, which, in consequence of the farmers not having means of exit to market, were destroyed by a large flood before traffic could be resumed.

Further than this, the recent floods have caused extensive shoals of sand in the bed of the river, in consequence of which the punt has been unworkable for several hours every day (excepting at the swell of the tides), for teams laden with produce; and in several instances, where heavy loads have been taken on, the punt got aground and could not be moved till floated off by the tide, and in some instances the teams had to be unloaded; consequently during the intervals alluded to numbers of people were delayed for a considerable time. Two thousand sheep, which crossed on or about the 9th of August last, delayed the ordinary traffic for over a period of three hours.

That there being a large agricultural population at Wilberforce, Portland Head, Colo, and the Lower Hawkesbury, and an immense quantity of land under cultivation producing very large returns, as reference to the Statistical Register will show, the traffic of goods, cattle, and farm produce across the river at Windsor on the way to market is very considerable, as is evidenced by the fact that the dues derivable from the ferry have been let for the past ten years at an average of about £300 per annum, even at the present very low rates of toll; and the frequent occurrence of floods and freshes during that period has tended to prevent a higher revenue being derived therefrom. Your Petitioners can confidently assert that the rental would be considerably augmented if a Bridge were erected, for your Petitioners would gladly pay a higher rate of toll for the convenience of a Bridge.

That independent of the traffic of the inhabitants in the immediate neighbourhood, the ferry is used more or less by the residents in the police district of Windsor.

That from the foregoing, and other reasons too numerous to embody in a Petition, your Petitioners are of opinion that the time has arrived when it is most desirable and expedient that a Bridge should be erected across the Hawkesbury, at Windsor, to be under the control and responsibility of the Government.

Your Petitioners therefore humbly pray your Honorable House to take the premises into your favorable consideration, and to grant such relief to your Petitioners as to your Honorable House shall seem meet.

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

[Here follow 221 Signatures.]

1870-71.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

BRIDGE OVER THE RICHMOND RIVER AT CASINO.

(CORRESPONDENCE, MINUTES, &c., RELATIVE TO.)

Ordered by the Legislative Assembly to be Printed, 29 March, 1871.

RETURN to an *Address* of the Honorable the Legislative Assembly of New South Wales, dated 8th November, 1870,—praying that His Excellency will be pleased to cause to be laid upon the Table of this House,—

“Copies of all Petitions, Correspondence, Reports, Minutes of the Executive Council, and other Documents, relative to the proposed erection of a
“Bridge over the Richmond River at Casino.”

(Mr. Garrett, on behalf of Mr. Bawden.)

BRIDGE OVER THE RICHMOND RIVER AT CASINO.

MINUTE OF THE COLONIAL SECRETARY, AND MINUTES THEREON.

THE Minister for Works will oblige by taking into consideration the advisability of erecting a bridge over the Richmond River, at Casino.

My attention has been called to its necessity by Mr. Stocks, of that place, on behalf of himself and others.—

JOHN R., 8th February, 1869.

The Under Secretary for Public Works, B.C., 8th February, 1869.—H.H.

Mr. Bennett, for report, B.C., 9/2/69.—J.R.

Mr. Wood will on the first opportunity make a section of the most advisable site for a bridge at Casino, which I believe is some distance above Mrs. Manby's Inn.—W.C.B., 9/2/69.

Mr. Wood, B.C.

The Honorable the Chief Secretary.—J.S., 10/2/69.

Seen—JOHN R., 19 March, 1869. Await further communication.—19 March.

Has the Under Secretary for Public Works any further information to communicate? B.C., 5 Aug./69.—H.H.

Mr. Bennett, for report, B.C., 6/8/69.—J.R.

T. BAWDEN, Esq., M.L.A., to THE MINISTER FOR WORKS.

Grafton, 22 June, 1870.

SIR,

I do myself the honor to direct your attention to the great necessity existing for the erection of a bridge over the Richmond River, at Casino, in the hope that in the preparation of the Estimates for 1871 some provision may be made for the work.

I do not know that I need do more than refer you to Mr. Bennett, the Commissioner for Roads, who I believe is thoroughly aware of the necessity for the erection of a bridge at Casino, and the importance of the work, not only to the Richmond River people and district, but also to those on the Tweed River, besides being a means towards the settlement of the rich lands lying between the Richmond and Tweed Rivers.

Neither is it necessary for me to do more than refer to the fact that some time back a contract was taken for the erection of a bridge, and afterwards, as I understand, cancelled for some reason or other.

I trust that you will please inquire into this matter, and have a sum placed on the Estimates for the carrying out of the work, it being one of great importance and of urgent necessity.

I have, &c.,

T. BAWDEN.

Mr. Bennett, for report, B.C., 29/6/70.—J.R.

Submitted with Estimates.—W.C.B.

PETITION.

(Presented by T. Bawden, Esq., M.L.A.)

To the Honorable the Minister for Works.

The humble Petition of the undersigned residents on the Clarence, Richmond, and Tweed Rivers,—

HUMBLY SHOWETH:—

1. That the township of Casino is situated on the north and south banks of the Richmond River, but nearly all the inhabitants reside on the north side, which can be reached from the south only by crossing the river at a ford which even in dry weather is exceedingly unsafe.

2. That the Richmond River is frequently flooded to such a height that it is impossible to cross it, and that at such times communication with the southern and western parts of the Colony, and with many of the townships on the Richmond River, is entirely cut off.

3. That even when the river rises so little as one foot above its ordinary level, which has happened several times in every year, it cannot be crossed without extreme danger, and that attempts to cross it at such times for important and pressing purposes have on many occasions resulted in great destruction of property and loss of life.

4. That in consequence, your Petitioners have been put to very great inconvenience and have suffered much loss, inasmuch as the mails from and to Casino and the other townships on the Richmond River have been frequently delayed, and all traffic with other places suspended for many days.

5. That the Post Office at Casino is situated on the north side of the river, and through that office mails pass from the southern and western parts of the Colony, to and from the other postal towns on the Richmond River, Kynumboon on the Tweed River, and Brisbane and other towns in Queensland. That the Crown Lands Office for the Richmond River, the Office for the registration of Births, Deaths, and Marriages, and other Offices connected with the Government, are at Casino on the north side of the river, where also the District Court for that portion of the Colony is now held.

6. That from the want of a bridge at Casino, and the consequent uncertainty of communication with other places, the prosperous growth of the districts of the Richmond and Tweed Rivers have been greatly retarded.

7. That if a substantial bridge were erected at Casino, there is every reason to expect that a large trade would spring up between the Richmond River and the wheat-growing districts around Tenterfield, as each district would be a large and—but for the constant difficulty and danger and frequent impossibility of crossing the river—an easily accessible market for the products of the other.

8. That during the years 1862 to 1869, 611 conditional purchases of land were made on the Richmond River, comprising 60,816 acres, and that about 40,000 acres of land in that district were sold at auction during the same period.

9. That a very large quantity of land has been taken up on the Tweed River; and both on that river and on the Richmond an immense quantity of good agricultural land still remains unoccupied.

10.

10. That a large sum of money is annually paid to the Government for rent and assessment of runs in the districts before mentioned.

Your Petitioners therefore humbly pray that you will be pleased to take the premises into your favourable consideration, and cause such steps to be taken as may be necessary for the speedy erection of a substantial high-level bridge across the Richmond River at Casino. And your Petitioners, as in duty bound, will ever pray.

[Here follow 672 Signatures.]

Mr. Bennett, for report, B.C., 16/8/70.—J.R.

£5,000 has been put on the Loan Estimates for 1871 for a bridge here.—W.C.B., 18/8/70. Under Secretary, B.C. Inform.—18/8/70.

THE UNDER SECRETARY FOR PUBLIC WORKS to T. BAWDEN, Esq., M.P.

Department of Public Works,
Sydney, 22 August, 1870.

SIR,

In reference to a petition from the inhabitants of the Clarence, Richmond, and Tweed Rivers, praying for the erection of a bridge at Casino, and presented by you on the 15th instant,—I am directed by the Honorable the Secretary for Public Works to inform you that the sum of £5,000 has been placed on the Estimates for next year for the purpose referred to.

I have, &c.,
JOHN RAE.

[3d.]

Sydney : Thomas Richards, Government Printer.—1871.

1870-71.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

YASS BRIDGE.

(CORRESPONDENCE RESPECTING INJURY TO SUPERSTRUCTURE BY FLOOD.)

Ordered by the Legislative Assembly to be Printed, 21 April, 1871.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 4th October, 1870, That there be laid upon the Table of this House,—

“Copies of all Correspondence between the Government and the Contractor
“for the Yass Bridge, which has taken place before and after the super-
“structure was swept away from the top of the piers into the river.”

(Mr. Buchanan.)

YASS BRIDGE.

YASS BRIDGE SUPERSTRUCTURE.

HEREWITH is forwarded, for the approval of the Hon. the Secretary for Public Works, and for insertion in the Gazette, an advertisement inviting tenders for the superstructure of Yass Bridge.

The estimated cost is—

For section 1.....	£5,731 14 0
2.....	1,820 0 0
	£7,551 14 0

to be defrayed from vote taken on Estimates 1868 for £10,000.—W.C.B., 27/8/68.

Tenders to be opened on the 29th proximo.—28/8/68.

Approved—J.B., 29/8/68.

Department of Public Works,
Sydney, 26 August, 1868.

YASS BRIDGE.

TENDERS will be received at this office until noon of Tuesday, the 29th day of September next, from persons willing to contract for the construction and delivery at Railway Station, Redfern, of wrought iron superstructure for Bridge at Yass, with separate tenders for the erection of same at Yass.

Plan, specification, and form of tender, may be seen at the office of the Commissioner for Roads, Sydney. Tenders to be addressed to the Under Secretary for Public Works, Sydney, and to be marked outside "Tender for Superstructure, Yass Bridge."

JAMES BYRNES.

Department of Public Works,
Sydney, 29 September, 1868.

Estimated cost.....	£7,551 14 0
Amount voted	10,000 0 0
Amount of tender	7,111 15 0

THE tenders for the undermentioned work, four in number, are referred to the Commissioner for Roads for report.

JOHN RAE.

Construction and erection of Iron Superstructure, Yass Bridge. B.C.

The tenders are—

1. Joseph Mather, for section one	£5,400 0 0
2. Hanright & Co., for section two	1,980 0 0
3. P. N. Russell & Co., for section one	5,131 15 0
" " for section one and two	7,731 15 0
4. Thos. M'Arthur & Co., for section one	6,209 12 0

For section one the tenders are—

1. Joseph Mather	£5,400 0 0
2. P. N. Russell & Co.	5,131 15 0
4. Thos. M'Arthur & Co.	6,209 12 0

For section two the tenders are—

2. Hanright & Co.	£1,980 0 0
3. Russell & Co.	2,600 0 0

It will be perceived that Russell & Co. are the lowest for section one by £268 5s., but their tender for section two is £620 more than Hanright & Co.

I recommend the acceptance of their tender for the construction in the ordinary course, being the lowest, but I have considerable doubt whether the lowest tender for section two should be accepted; the tenderer is an unknown man, lately come up from New Zealand; his sureties may be good for the amount required for section two, but should any accident occur from floods or other cause, there would be a difficulty in recovering the cost of the ironwork if seriously damaged. The combined tenders of Mather's and Hanright's would amount to £7,380, being £351 15s. less than Russell's; the combined tenders of Russell and Hanright would be £7,111 15s.—W.C.B., 29/9/68. Under Secretary, B.C.

Approved, P. N. Russell and Hanright & Co.—the latter to make deposit according to specification.—J.B., 2/10/68.

THE UNDER SECRETARY FOR PUBLIC WORKS to MESSRS. HANRIGHT & CO.

Department of Public Works,
Sydney, 3 October, 1868.

GENTLEMEN,

Your tender, not dated, for erection only of iron superstructure of Yass Bridge, for the sum of £1,980, having been accepted, I am directed to refer you to the Commissioner for Roads for further information, and also for the purpose of signing the necessary bond for the due observance of your contract.

I am, &c.,
JOHN RAE,
Under Secretary.

MESSRS.

MESSRS. HANRIGHT & Co. to THE UNDER SECRETARY FOR PUBLIC WORKS.

Care of Messrs. Ward & Co.,
3, Bridge-street,
Sydney, 13 October, 1868.

SIR,

With reference to your intimation of acceptance of our tender for erection of iron superstructure of Yass Bridge, which we received on the 5th instant, we have the honor to request that the condition requiring a cash deposit may be modified in so far as that the acceptance of approved sureties may be substituted.

We base this application on the fact that several months must necessarily elapse before we can enter on our contract, during which time the money, which in the course of our business would be repeatedly turned over, will be locked up; further, we shall have to expend a considerable sum on the construction of the staging, for which we will not be entitled to any draft on the Government.

We have, &c.,
HANRIGHT & CO.

Mr. Bennett, for report.—B.C., 16/10., J.R. Hanright and Co's. objection may be met by informing them that their tender will be accepted when the work is ready to be commenced, on the condition of his then depositing the £200.—W.C.B., 17/10/68. Under Secretary, B.C. Approved.—J.B., 21/10/68.

THE UNDER SECRETARY FOR PUBLIC WORKS to MESSRS. HANRIGHT & Co.

Department of Public Works,
Sydney, 22 October, 1868.

GENTLEMEN,

In reference to your letter of the 13th instant, pointing out that it will be some time yet before you are called upon to erect the superstructure of the Yass Bridge, and that therefore you should not be required to give cash security, as the money would be lying idle,—I am directed by the Honorable the Secretary for Public Works to inform you that the best way to meet your objection will be not to accept your tender until the work is ready for you to commence with, and then it will be accepted on condition of your depositing £200 as security for its due performance.

I have, &c.,
JOHN RAE.

MR. T. R. HANRIGHT to THE UNDER SECRETARY FOR PUBLIC WORKS.

Sydney, 22 December, 1868.

SIR,

Referring to my contract for the erection of the Yass Bridge, I have the honor to request that you will favour me with copies of all correspondence which has taken place between your office and myself (or Hanright & Co.)

My reason for making this request is that I have reason to believe that one letter at least has fallen into improper hands, never having reached me, and because other documents of mine have been acquired by a person who has no right to them, and who refuses to give them up.

I shall be glad to have timely notice as to when it will be necessary for me to commence work.

All communications for me may be addressed to No. 130, Pitt-street.

I have, &c.,
T. R. HANRIGHT.

Mr. Bennett for report, in the first instance.—B.C., 22/12/68., J.R.

MR. J. MUSSON to THE SECRETARY FOR PUBLIC WORKS.

3, Bridge-street,
Sydney, 23 December, 1868.

SIR,

In reference to the tender of Hanright & Co. for the erection of the Bridge at Yass, I have the honor to state that I represent the Company. Being S. I. Down, he was not in Sydney at the time the tender was sent in. I prepared and computed the tender in conjunction with Hanright. It was from my knowledge and experience that the value of the work was arrived at. It was the friends of Mr. Down and myself who were named as sureties, Hanright being quite a new arrival in the Colonies, and quite unacquainted with the value of work here.

It was myself who had the various interviews with the late the Honorable Secretary for Works, and it was on my representation that he conceded the point for our not paying the cash deposit of £200 until the work was ready to be commenced.

I claim, under the circumstances, that the name of Stewart I. Down may be inserted in the contract bond.

I have, &c.,
JOHN MUSSON.

As this letter appears to arise from some dispute between the persons representing themselves as Hanright & Co., I think that previous to giving any information they should be asked to name the members of the firm and produce deed of partnership. It will be seen by my original report on those tenders that I did not consider this man a very eligible person. It would be very desirable if the erection and manufacture of the bridge was in the same hands; the only reason for inviting separate tenders is to admit of iron manufacturers in the Colony who will not tender for erection having an opportunity of tendering for construction.—W.C.B., 23/12/68. Under Secretary, B.C. Submitted.—24/12/68., J.R. Approved.—J.S., 24/12/68.

THE

THE UNDER SECRETARY FOR PUBLIC WORKS to MESSRS. HANRIGHT & Co.

Department of Public Works,
Sydney, 24 December, 1868.

SIR,

In reference to your letter of 22nd instant, requesting to be furnished with copies of all correspondence which has taken place between yourself, or Hanright & Co., and this office, in connection with the contract for the erection of Yass Bridge, alleging as a reason for this request that you believe that letters intended for you have been intercepted by a person who has no right to them,—I am directed by the Honorable the Secretary for Public Works to inform you, that as it would appear that your application arises from some dispute between the members representing the firm of Hanright & Co., it will be necessary, before any information of the kind asked for can be afforded, that this department should be furnished with the names of the members of the firm, and also with the deed of partnership.

I have, &c.,
JOHN RAE.

ROBERT THOMSON, Esq., to THE UNDER SECRETARY FOR PUBLIC WORKS.

130, Pitt-street,
Sydney, 29 December, 1868.

SIR,

In reply to your letter of 24th instant, Mr. Hanright requests me to point out that nothing contained in his letter of 22nd instant implies that his application arises from some dispute between the members representing the firm of Hanright & Co., and that he is at a loss to know how the Honorable the Secretary for Public Works has arrived at that conclusion.

He further desires me to state that he, Thomas Rice Hanright, is the sole representative of the firm of Hanright & Co., and that there is therefore no deed of partnership between him and any other person in respect of the Yass Bridge Contract.

After he is informed when he will be expected to commence operations, it may be that he will form a partnership, of which due notice will be given. Meantime he repeats the request contained in his letter of 22nd instant. He also requests me to say that he will call upon you at any time after to-morrow which you may fix, in case you may desire any further information from him.

I am, &c.,
ROBERT THOMSON,
Agent for J. K. HANRIGHT.

MINUTE OF THE UNDER SECRETARY FOR PUBLIC WORKS.

Department of Public Works,
Sydney, 4 January, 1869.

Erection of Bridge at Yass.

THE lowest tender for this work was that of Hanright & Co. for £1,980. Mr. Bennett, however, had considerable doubt as to recommending it; but it was ultimately accepted, on condition of the deposit being made in accordance with the specification. The time allowed expired without the money being deposited, but on the representation of Mr. Musson, the Minister conceded the point of not requiring the money to be deposited until the work was ready to be commenced.

Mr. Musson now claims that Mr. Down's name may be inserted in the bond as one of the firm. Mr. Bennett thinks it will be most inconvenient for the construction of the bridge to be separated from the erection of the superstructure.

Probably the opinion of the Crown Solicitor might be obtained whether under the circumstances the Government can decline to accept the tender of Hanright & Co.

J.R., 4/1/69.

Approved.—J.S., 6/1/69. Crown Solicitor.—B.C., 6/1/69, J.R.

T. B. WATSON, Esq., to THE UNDER SECRETARY FOR PUBLIC WORKS.

Lloyd's Chambers,
11 January, 1869.

Re Hanright's Contract.

SIR,

In consequence of a Mr. John Musson having, as I am instructed, amongst other places, gone to your department and represented himself as a partner of my client, Mr. Thomas Rice Hanright, who is the contractor for the Yass Bridge, Mr. Hanright, on the 29th December last, instructed his agent, Mr. Thomson, of Pitt-street, to write you on the subject. No reply having been received by my client to Mr. Thomson's letter, I beg leave, as Mr. Hanright's solicitor, to inform you that he is not in partnership with any person, either in the contract for Yass Bridge or other contracts that he is now engaged in. Mr. Musson being an uncertificated insolvent, it is self-evident that he has not any legal existence, therefore he could not consistently enter into transactions like those in question without the intervention of his Official Assignee; thus it is not possible that I would permit my client to negotiate with Mr. Musson, after his having ascertained his (Mr. Musson's) position.

I remain, &c.,
T. B. WATSON.

Forwarded to Crown Solicitor, with reference to papers sent him on 7th instant.—B.C., 13/1/69, J.R.

THE

THE CROWN SOLICITOR TO THE UNDER SECRETARY FOR PUBLIC WORKS.

Crown Solicitor's Office,
Sydney, 16 January, 1869.

SIR,

I have the honor to return the papers relating to the tenders for the Yass Bridge, and, in answer to the question in your memo., of date 4th instant—whether under the circumstances therein stated the Government can decline to receive the tender of Hanright & Co., to state that I think from the memo. indorsed upon their tender it will be found that a formal acceptance was sent on 3rd October last. Hanright and Co.'s letter of 13th October mentions the receipt of an acceptance of their tender, and requests that they may be allowed to substitute for the deposit which under the conditions they were required to make, on the ground that several months must elapse before they can enter upon the work. Your letter of 23rd October suggests that this inconvenience may be avoided by not accepting until the work is ready to be commenced, and that it should then be accepted on condition of the £200 being deposited; but I do not find anything with the papers that Hanright & Co. agreed to the acceptance already sent being considered as withdrawn, and it would therefore seem that a contract has been made with them, followed by a negotiation for a variance in one of the conditions which has not been finally agreed to. Until further informed upon this head, I cannot advise as to the power of the Government to withdraw the work from the contractors. I notice also that the letter from the contractor's solicitor, forwarded by you to me yesterday, refers to the tender as having been accepted, and not as still open to be accepted or refused.

I have, &c.,
JOHN WILLIAMS.

Submitted. Under the circumstances I presume the Government must carry out the arrangement with Hanright & Co., provided the deposit be made when demanded.—J.R. Approved.—J.S., 20/1/69. Mr. Bennett, for information.—B.C., 22/1/69, J.R. As it will be a very inconvenient arrangement to give this contract to Hanright, if it can possibly be avoided, I would point out that the original acceptance never reached Hanright, as it was received by Musson, then representing the firm, and it is a question as to the identity of this man now representing Hanright, as Musson has stated in this office that he was known as Rice, in New Zealand.—W.C.B., 27/1/69. Under Secty., B.C. Crown Solicitor might be able to suggest a means of carrying out Mr. Bennett's idea of calling for fresh tenders.—J.S., 29/1/69. B.C., 29/1/69., J.R.

MR. J. J. LEE TO THE UNDER SECRETARY FOR PUBLIC WORKS.

Crown Solicitor's Office,
Sydney, 1 April, 1869.

SIR,

I have the honor to return herewith the papers relating to Messrs. Hanright & Co.'s contract for the erection of iron superstructure of Yass Bridge, and to state that I have submitted same to the Honorable the Solicitor General, who has been pleased to write an opinion thereon, a copy of which will be found on the other side herof.

I have, &c.,
(For the Crown Solicitor),
J. J. LEE.*Opinion of the Solicitor General.*

The Government is bound by its acceptance of Hanright & Co.'s tender, on the 3rd October last; and moreover, the Government has suggested, in the letter of 22nd October, a way by which Hanright & Co.'s request of 13th October might be met. It was unnecessary that Hanright & Co. should reply to this letter of 22nd October; it was for their convenience, and their acquiescence may be taken for granted. In whatever light this question is viewed, it shows a subsisting contract by the Government through the Minister for Works with Hanright & Co., for the erection of a bridge at Yass, and I see no way of avoiding the contract if H. & Co. fulfil the terms under which they tendered, with or without the modification suggested in Mr. Rea's letter of 22nd October. In fact, the Government has placed Hanright & Co. in a position to play fast and loose in this matter. They having suggested that when the time has arrived when the work shall be commenced, they will then call upon Hanright & Co. to pay the £200; Hanright & Co. will then have an opportunity, and if convenient to them, to withdraw from the contract. In the meantime the Government is bound by their contract. The Government can only transact this business with Hanright & Co., or their recognized agents.—J.F.J., S.G. Mr. Bennett, for information.—B.C., 2/4/69.—J.R. Mr. Hanright might now be called upon to deposit £198, and complete arrangements.—W.C.B., 14/4/69. Under Secretary, B.C. Approved.—J.S., 15/4/69.

THE UNDER SECRETARY FOR PUBLIC WORKS TO MESSRS. HANRIGHT & Co.

Department of Public Works,
Sydney, 16 April, 1869.

GENTLEMEN,

In reference to my letter of 22nd October last, I am now directed by the Honorable the Secretary for Public Works to request that you will at once deposit at the Colonial Treasury the sum of £198, as security for the due fulfilment of your contract for the erection of the iron superstructure of the Yass Bridge.

I have, &c.,
JOHN RAE.

THE UNDER SECRETARY FOR PUBLIC WORKS TO THE UNDER SECRETARY FOR FINANCE AND TRADE.

Department of Public Works,
Sydney, 16 April, 1869.

SIR,

I am directed to inform you that Messrs. Hanright & Co., whose tender has been accepted for the iron superstructure of the Yass Bridge, have been requested to deposit at the Treasury the sum of £198, as security for the due performance of their contract.

2. I am to request that you will have the goodness to say, within seven days from this date, whether the money has been paid in.

I have, &c.,
JOHN RAE.

Works Department to be informed. Amount has this day been paid by Wm. Chatfield, Esq., on behalf of the tenderers.—J.N. Under Secretary for Public Works, for information.—B.C., 24/4/69, H.L.

MR.

MR. T. R. HANRIGHT TO THE UNDER SECRETARY FOR PUBLIC WORKS.

130, Pitt-street,
Sydney, 20 April, 1869.

SIR,

Referring to my letter of December 22nd last, I have now the honor to repeat my request, that I may have timely notice as to when it will be necessary for me to commence work at the erection of Yass Bridge. I have just completed one contract, and I am now anxious to arrange my time for other operations. My address continues the same as I gave you in my letter above referred to.—130, Pitt-street.

I have, &c.,
T. R. HANRIGHT.

Mr. Hanright was requested, on the 16th instant, to deposit £198, and complete the arrangement. He might now probably be informed that if the amount is not deposited in the Treasury before Monday next his tender will be declined.—22/4/69, J.R. Approved.—J.S.

THE UNDER SECRETARY FOR PUBLIC WORKS TO MESSRS. HANRIGHT & Co.

Department of Public Works,
Sydney, 23 April, 1869.

GENTLEMEN,

In reference to Mr. Hanright's letter of 20th instant, I am directed by the Honorable the Secretary for Public Works to call your attention to my letter of the 16th instant, requesting you to deposit in the Colonial Treasury the sum of £198, and to complete your agreement for the erection of the superstructure of Yass Bridge.

2. Mr. Secretary Sutherland desires me to inform you that if the amount in question is not deposited in the Treasury before Monday next, the 26th instant, the acceptance of your tender for this service will be cancelled.

I have, &c.,
JOHN RAE.

Sydney, 23 April, 1869.

With reference to the tender in the name of Hanright & Co., for the erection of the superstructure of the Yass Bridge, I beg to say that the firm of Hanright & Co. consists of John Musson and Stewart James Down.

T. R. HANRIGHT.

Witness—W. TRICKETT.

Mr. Bennett, for report.—B.C., 23/4/69., J.R. It seems to me Messrs. Hanright, Musson, and Down, are trifling with the Government. In the letter of Mr. Hanright's solicitor, of 11th January, he states that Hanright is not in partnership with Musson. I do not think this evident traffic in contracts should be allowed. I recommend that fresh tenders be invited, or Russell's tender accepted. Though £620 more than Hanright's, it would be a great advantage to have both contracts in one man's hands; in fact the contract would not have been divided in the first instance, but to give some Sydney firms who would not undertake work in the country an opportunity of tendering.—W.C.B., 23/4/69. Returned to Under Secretary with deposit receipt. Submitted.—23/4/69., J.R. As the money has been deposited by Hanright & Co., the contract may go on, but Mr. Hanright must sign as principal.—J.S., 24/4/69. The Crown Solicitor to prepare bond for Hanright, Musson, & Down.—J.R., B.C., 24/4/69.

THE CROWN SOLICITOR TO THE COMMISSIONER FOR ROADS.

Crown Solicitor's Office,
Sydney, 19 May, 1869.

SIR,

Referring to the instructions contained in your minute of the 24th April, on the accompanying letter from Mr. T. R. Hanright, I have the honor to transmit the necessary bond, executed by Messrs. Hanright, Musson, and Down, to erect a bridge at Yass.

The notice, specification, and general conditions herewith, and the plans in the office of the Commissioner for Roads, Sydney, have been signed and witnessed in the usual manner.

I enclose Treasury receipt for deposit as security.

I have, &c.,
JOHN WILLIAMS,
Crown Solicitor.

Bond, &c., to Mr. Bennett, who is requested to acknowledge their receipt.—B.C., 21/5/69., J.R. Acknowledged, 26/5/69.

MESSRS. P. N. RUSSELL & Co. to THE COMMISSIONER AND ENGINEER FOR ROADS.

Sydney Foundry,
Sydney, 18 November, 1869.

SIR,

We understand a complaint has been made to you respecting a portion of Yass Bridge, and that a remark has been made at the station to the effect "that no wonder Russell & Co. did not wish the work to be seen before delivery," by certain parties who were refused admittance to our works. We have the honor to inform you that we wish to turn the work out in every way to your satisfaction and with credit to ourselves; and to prevent further remark, we should prefer that Mr. Whiteside inspect and pass every piece of the work before it leaves our works; we have therefore stopped the delivery until we hear from you.

We have, &c.,
P. N. RUSSELL & CO.

THE

THE COMMISSIONER AND ENGINEER FOR ROADS TO MESSRS. P. N. RUSSELL & Co.

Department of Public Works, Roads Branch,
Sydney, 19 November, 1869.

GENTLEMEN,

In reply to your letter of yesterday's date, I have to inform you that no complaint has been made to me as to the Yass Bridge. Mr. Whiteside was in the present instance directed to inspect every piece before it left your establishment, and I have myself seen it when put together there.

In order, as far as in my power, to assist in clearing up what appears to me an unfounded statement, I have caused the enclosed communication to be made to Mr. Musson, and have also requested that pending his reply no further conveyance of the iron by railway will be made.

I am, &c.,

WILLIAM C. BENNETT,
Commissioner and Engineer.

THE COMMISSIONER AND ENGINEER FOR ROADS TO MR. J. MUSSON.

Department of Public Works,
Roads Branch, Sydney, 19 November, 1869.

SIR,

Having been informed by Messrs. Russell & Co. that you have been complaining that some of the work of iron bridge for Yass delivered at the Railway Station is improperly done,—I have to request you will at once be good enough to state in writing what the defects are, in order that, in justice to Messrs. Russell and this department, the work may be inspected, and if really defective remedied. I have prohibited transport of any more material from the Railway Station until this is cleared up.

I am, &c.,

WILLIAM C. BENNETT,
Commissioner and Engineer.

THE COMMISSIONER AND ENGINEER FOR ROADS TO THE TRAFFIC MANAGER, SYDNEY STATION.

Department of Public Works,
Office of Engineer for Roads,
Sydney, 19 November, 1869.

SIR,

I request you will not, until the receipt of a communication from this office to that effect, forward by railway any more ironwork, &c., for Yass Bridge, from the works of P. N. Russell & Co.

I am, &c.,

WILLIAM C. BENNETT,
Commissioner and Engineer.

Ask Mr. Bennett for instructions as to disposal of a considerable quantity lying at this station (very much in the way), also for three trucks loaded up.—THOS. CARLISLE, 19/11/69. Will Mr. Bennett be good enough to say what is to be done, as we really want these trucks, as well as the space occupied by the material.—R.M., 20/11/69. Commissioner for Roads. Mr. Whiteside please inspect this work minutely and let it proceed, and arrange with the Railway Department to detain the portion not loaded.—W.C.B., 20/11/69. Inspected work and arranged with Railway Department.—E.T.W., 20/11/69. Will Mr. Moody have the goodness to forward the remainder of the work with as little delay as possible.—W.C.B., 22/11/69. Seen, and instructions given.—R.M., 22/11/70. File.—W.C.B., 23/11/70. Mr. Musson has called at this office to represent that a number of the bolts are missing in the lattice bars now at the Railway Station, and that several pieces of the booms are defective. Will Mr. Whiteside inspect and report at once.—W.C.B., 29/11/69. Mr. Whiteside. Called at Railway Station relative to above; found the bolts omitted were those I requested Messrs. Russell & Co. to leave out and pack in boxes in consequence of their having cast-iron brackets attached to carry hand-rail. The defects in booms can only refer to rivet holes, which Mr. Musson has very likely detected in temporary angle-irons and plates as not coinciding with those next to them. Should any defect exist that has escaped my notice, will be made good by Messrs. Russell & Co. for their own credit, apart from their being bound by a separate clause in their contract to that effect.—E.T.W., 29/11/70. Send copy to Mr. Musson.—W.C.B., 29/11/69. Copy sent to Mr. Musson.—F.W., 30/11/69.

THE CHIEF CLERK, ROADS BRANCH, TO MESSRS. HANRIGHT & Co.

Department of Public Works,
Roads Branch, Sydney, 30 November, 1869.

SIR,

Referring to your verbal communication complaining of defective material for Yass bridge, I am directed by the Commissioner to transmit herewith a copy of Mr. Whiteside's report on the same.

I have, &c.,

F. J. WICKHAM,
Chief Clerk.

MR.

MR. J. MUSSON to THE COMMISSIONER AND ENGINEER FOR ROADS.

Box 197, P.O., Sydney,
19 November, 1869.

SIR,

I beg to offer to execute the following work in connection with the Yass Iron Bridge to your entire satisfaction, viz. :—Fixing the floor in place, timber and iron being provided by Government, at per cubic foot 2s. 10d. Fixing all other timber work (if required) at per cubic foot 2s. 6d. Tarring timber with kerosene tar, 9d. per square yard. Setting four granite blocks in cylinders, £5 each—£20.

I have, &c.,
JOHN MUSSON,
(For HANRIGHT & Co.)

THE COMMISSIONER AND ENGINEER FOR ROADS to MR. J. MUSSON.

Department of Public Works,
Roads Branch,
Sydney, 22 November, 1869.

SIR,

In reply to your communication of 19th instant, tendering for the fixing of the floor and setting four granite blocks on the cylinders of Yass Bridge,—I have to inform you that your offer for the flooring is declined, and that for setting the granite blocks is accepted at (£5) five pounds each, including any additional cement required.

I have, &c.,
WILLIAM C. BENNETT,
Commissioner and Engineer.

TELEGRAM from THE ROAD SUPERINTENDENT, YASS, to THE COMMISSIONER FOR ROADS, SYDNEY.

Please inform Musson that superstructure is being forwarded, that he ought to have some one to receive it, as Williams will leave to-morrow.—22 Nov., 1869.

THE COMMISSIONER AND ENGINEER FOR ROADS to MESSRS. HANRIGHT & Co.

Department of Public Works,
Roads Branch,
Sydney, 22 November, 1869.

GENTLEMEN,

The Superintendent having reported that some of the ironwork for Yass Bridge superstructure is now being forwarded to the bridge site, I request you will at once despatch an authorized agent to receive same, as provided in your contract for erection.

I am, &c.,
WILLIAM C. BENNETT,
Commissioner and Engineer.

MR. J. MUSSON to THE COMMISSIONER AND ENGINEER FOR ROADS.

Box 197, P.O.,
22 November, 1869.

SIR,

I have the honor to acknowledge the receipt of your letter of the 19th instant on the afternoon of the 20th (Saturday), in which you state that you had been informed by Russell & Co. that I had been complaining that some of the work of the iron bridge for Yass, delivered at the Railway Station, is improperly done, and requesting that I would state in writing what the defects are, in order that, if really defective, they may be remedied, and that you had prohibited the transport of any more material from the Railway Station until this is cleared up.

In reply, I beg to state that on Thursday last I was at the Railway Station making arrangements for sending off plant to Goulburn, and seeing the sections of the booms loaded. I examined them and found that a large number of the rivet-holes (apart from the springing of the iron) were most imperfectly executed, and had not been rimered at all; in fact, I do not think the specified rivet would have fitted half the holes.

Mr. John Russell having a few days before disclaimed all responsibility for the work when delivered at the Railway Station, I, as one of the contractors for the erection of this bridge, informed Mr. Whiteside of this defect that had escaped his inspection.

Afterwards I met Mr. Whiteside, accompanied by Mr. Myers, of Russell & Co., at the Railway Station, when he pronounced the work imperfect, requested that the iron should not be sent on, and ordered Mr. Myers to at once remedy the defect. Mr. Myers, both to me and Mr. Whiteside, quite coincided that the work was improperly done, and expressed great regret and annoyance at the oversight, and sent up hands to remedy it.

On Thursday I wrote a private note to Mr. Murray, of Russell & Co., that had reference to the above complaint and a conversation that took place a few days previously at his office.

I may mention that on the Saturday afternoon previous to receiving your letter, I met Mr. Whiteside in the street, who informed me that the defects of the work at the Railway Station had been remedied, and that he had passed it.

I have, &c.,
JOHN MUSSON,
pro HANRIGHT & Co.,
1, Argyle-place, Argyle-street.

Mr. Whiteside for report, more particularly as to the nature of the omissions.—W.C.B., 22/11/69. The omissions alluded to consisted of a few rivet-holes not having been rimered out to the proper size; and the work arrived at the Railway Station with this defect on account of Messrs. Russell's foreman having despatched it from their premises before my final inspection. The springing of the plates mentioned in this letter is no defect, but merely arises from their ends slightly overhanging on the trucks.—E.T.W., 22/11/69. File.—W.C.B., 27/11/69.

MR.

MR. J. MUSSON TO THE COMMISSIONER AND ENGINEER FOR ROADS.

Box 197, P.O.,
Sydney, 23 November, 1869.

SIR,

We beg to ask permission to use any plant or material that the Government may have at Yass for the erection of the new bridge.

I will of course be responsible for the same, and return it in good order.

I have, &c.,
JOHN MUSSON.

THE COMMISSIONER AND ENGINEER FOR ROADS TO MESSRS. HANRIGHT & Co.

Department of Public Works, Roads Branch,
Sydney, 23 November, 1869.

GENTLEMEN,

In reply to your Mr. Musson's letter of this date, I have to inform you that I cannot give general permission for the use by contractors, of plant the property of the Government. If however you choose to submit a special list of plant, &c., the loan of which you require, it will be considered, and a reply sent in due course.

I am, &c.,
WILLIAM C. BENNETT,
Commissioner and Engineer.

MR. J. MUSSON TO E. WHITESIDE, ESQ.

1, Argyle-place, Argyle-street,
29 November, 1869.

SIR,

I beg to draw your attention to the fact that several of the bolts through the tubes of the lattices of the Yass Bridge, lying at the Railway Station, are missing; also that many of the rivet-holes in the booms are not of the specified size.

I am, &c.,
JOHN MUSSON.

Mr. Musson having made the within complaint to the Commissioner and Engineer for Roads previous to my receiving this, I reported upon them to him.—E.T.W., 1/12/69.

MESSRS. HANRIGHT & Co. TO THE COMMISSIONER AND ENGINEER FOR ROADS.

Sydney, 8 December, 1869.

SIR,

At your own request, I beg in writing to draw your attention that Mr. Meldrum objects to our removing the gallows on the down stream roadway of the old Yass Bridge. Without its removal we cannot complete our arrangements for the erection of the iron bridge. I have pointed out its necessity to Mr. Whiteside.

Without instructions from you to the contrary, it is our intention to lay first coat red, second white, third paint of a shade which we shall submit for your approval.

We are all but ready to proceed with the booms; and as it will be a heavy expense to me to keep mechanics under pay at Yass without work, we will thank you to inform us when it is probable the down stream girder will be at Yass with the rivets. The section of the lower boom was at the station here this morning.

If we are to provide lead between bed-plate and stones, please inform as to size and quantity.

We have, &c.,
HANRIGHT & CO.,
p. JOHN MUSSON.

MR. J. B. MELDRUM TO THE COMMISSIONER AND ENGINEER FOR ROADS.

Yass, 11 December, 1869.

SIR,

I beg to request information as to whether Hanright & Co. have received your permission to use any portion of the substructure of the Hume Bridge, for carrying out their contract. During my absence from Yass, and without acquainting me of their intention, they removed two braces from each of the river piers, for the purpose of underpropping the centre tie-beam; and as the timber was too short for the purpose, one of the braces was cut into short lengths for scarfing. On making inquiry why this was done, Mr. Down informed me that they had your permission to use any timber they might find necessary for carrying out the contract. They have also removed the top bracing or gallows from the north and centre down-stream spans, but I have prohibited their removing the third until I either hear from you or until after Mr.

Decidedly not. The specification gives them the right to use any of the old timber, but none likely to endanger the traffic. They will have to pay for the timber cut up.

Mr. Whiteside to note this.

Mr. Whiteside to decide.

Mr. Whiteside will consider attention to public safety his first duty; no possibility of an accident occurring to be allowed.

Attention to the security of the lattice girder will be the duty only second in importance to the above. The gallowes frames for the roadway in use must be retained; and as Hanright & Co. have no doubt taken down the long timbers, they must restore them at once to the roadway, to remain in use. Mr. Whiteside to be careful that the ironwork of the present bridge is not made away with or wasted by Hanright & Co.

W.C.B., 13/12/69.

Whiteside arrives, as I consider it too great a risk to allow traffic to cross over with all the top bracing disturbed, more especially as the south middle bow seems so much decayed. I think the most judicious plan would have been to have carried out the original design, and built the up-stream truss on the outside of the bridge, and then diverted the traffic; for by so doing the possibility of any accident occurring would have been lessened considerably, whereas now there is nothing so likely or more probable.

I have, &c.,

J. B. MELDRUM.

MEMO.—I was not aware that Hanright & Co. had taken any of M'Namara's timber, until after it had been worked up in the traveller, nor was M'Namara himself; in fact, Hanright & Co. helped themselves without asking any questions, and when I spoke to the foreman on the subject, understood him to say that Mr. Musson had arranged for it when he was at Yass. Mr. Down however afterwards informed me that they had arranged with the Commissioner for the use of all new and old timber on the ground.

In accordance with the Commissioner's minute, I have prohibited Hanright & Co. from taking any more timber.

J. B. MELDRUM, 13/12/69.

The Commissioner for Roads.

THE COMMISSIONER AND ENGINEER FOR ROADS TO MESSRS. HANRIGHT & CO.

Department of Public Works,
Roads Branch,
Sydney, 15 December, 1869.

GENTLEMEN,

In reply to your letter of 8th instant, I have to inform you first, that Mr. Whiteside, who is at present on the ground, will give the necessary directions as to the removal of old bridge.

2. The whole three coats of paint to be used must be according to sample approved of, and now in this office.

3. No time will be lost in transmission of ironwork, nearly the whole of which has been forwarded from Sydney.

4. Lead for between bed-plates will be provided by the contractor for superstructure.

I am, &c.,

WILLIAM C. BENNETT,
Commissioner and Engineer.

MR. J. MUSSON TO THE COMMISSIONER AND ENGINEER FOR ROADS.

Box 197, P.O., Sydney,
13 December, /69.

SIR,

I beg to ask permission to use some new timber now at Yass Bridge; we will either replace or pay for it; we require it for the purpose of running the traveller on it.

I had ordered some months ago timber from Mr. Macnamara, which he now says he cannot deliver in consequence of being behind time in supplying the Government.

If you cannot grant us this request it will cause us delay; but if you do, will you please intimate the same to Mr. Whiteside at Yass.

I have, &c.,

JOHN MUSSON.
(For HANRIGHT & Co.)

As this timber is seasoning and very difficult to obtain, I do not think this permission can be given; however, as Mr. Whiteside is on the ground he can act as he considers most advisable to forward the work.—W.C.B., 13/1/69. Mr. Whiteside, B.C. Noted.—E.T.W., 16/1/69.

THE COMMISSIONER AND ENGINEER FOR ROADS TO MESSRS. HANRIGHT & CO.

Department of Public Works,
Roads Branch,
Sydney, 17 December, 1869.

GENTLEMEN,

In reply to your communication of 13th instant, I have to inform you that you can use any timber at Yass the property of the Government, strictly upon condition that you replace or pay for same if injured. This will not however be taken to imply that you were in any way authorized to use timber hitherto taken by you on false pretence of my having given permission, for which you have rendered yourselves liable to an action at the instance of the contractor for supply of timber.

Your

Your firm must at once take steps to replace any timber likely to be injured by your use, as I shall hold you responsible for any delay in flooring, and send up from Sydney any timber required to replace it at your cost, this conditional permission being only given from a sense of duty and anxiety to forward the work. I regret being obliged to state I do not consider you entitled to any consideration from this department. Your representative Mr. Musson is continually hanging about this office, impeding business, complaining that the ironwork was not forwarded fast enough, and now that the greater part of it is at Yass you have not one stick of timber or anything else requisite to proceed with the work.

I am &c.,
WILLIAM C. BENNETT,
Commissioner and Engineer.

MR. J. MUSSON to THE COMMISSIONER AND ENGINEER FOR ROADS.

Sydney, 21 December, 1869.

SIR,

I have delayed replying to your letter of the 17th instant until I had heard from Yass.

You state that we were not authorized to use timber on the false pretence that you had given us permission to do so. I regret that you should have made this libellous charge without first ascertaining its truth. On behalf of myself and partners I give it my most unqualified denial.

Did Mr. Whiteside give this permission, and if so, did he give it in writing.—W.C.B.

See report.—E.T.W., 29/12/69.

Mr. Musson talked in a general way as to what he proposed doing. I most decidedly did not approve or decide on anything.—W.C.B.

Quite right. Mr. Musson wanted to deviate from the specification without permission.

Some time ago Mr. Whiteside, to whom you referred me to on all matters of detail, gave me permission to use any new timber, on condition that I either replaced in good order or with new timber. From some cause my partner informed me that this permission had been withdrawn at Yass. Some months past I submitted to you my plan for the scaffolding of the new bridge, which you agreed to, and I think made some pencil marks on the plan of the old bridge. We made provision for carrying out that plan, and there was quite enough timber on the ground for the purpose, when we found ourselves constantly interrupted by Mr. Meldrum, who stated that he had no instructions from you, and was unwilling that we should use the traveller for unloading the teams, by forbidding us to remove the gallows in the old bridge.

You further state that I am not entitled to any consideration, in consequence of hanging about your office impeding business, complaining that the ironwork was not forwarded fast enough; and now that the greater part is at Yass, I have not one stick of timber or anything else requisite to proceed with the work.

Most decidedly. Mr. Musson not only complained, but represented that a portion of the fine should be paid to him for loss of time.

Mr. Whiteside, please state if this is the case.

See report.—E.T.W., 29/12/69.

I regret that you have been misinformed on this point as well as on others. I have never complained that the ironwork was not sent off fast enough—I have simply wished to know when the iron would be on the ground so that I could send up the riveters; and instead of the greater part of the iron being now on the ground, there is not much more than half of the lower boom at Yass, which portion is required first.

As to the stick of timber, we have not the supplying of timber for the bridge, and the plant for the erection of the bridge is at Yass, and we don't intend sending any more.

If in your remark—"my hanging about your office"—that I was there without proper business, I simply deny it; but I admit I have had to go there much oftener than I had any desire or there was any occasion for had I been furnished with proper information as contractor for the erection of Yass Bridge I think I was entitled to. I have to send all the mechanics from here, and it would be hard if I had to keep them in idleness at Yass. I have not yet been furnished with the quantity of rivets to be sent so that I could supply the deficiency, nor yet have I been informed as to whether you still intend using kerosene tar on the iron, or paint.

And further, I beg to remind you that the Government are now over six months behind time in providing us with the iron for this bridge, causing much loss of time and expense to us.

Again, as to being at your office, I must draw your attention to the practice of advertising for tenders long before the plans, &c., can be seen, and not being in the contractors' room the necessity of inquiring for them elsewhere, and the frequent postponements, which it is presumed is accompanied with some change. I refer more particularly to the Hay Bridge. Mr. Forde informed me that some of the contractors have copies of the specification sent to them.

I regret very much at having received such a letter from you, the result of misstatements of others, and I can say the first of the kind I have ever had as a contractor, and in justice to myself I have tried to explain.

I have, &c.,
JOHN MUSSON.

Mr. Whiteside.—B.C., 23/12/69, W.C.B. E.T.W., 29/12/69.

MEMO. OF MR. W. FORDE.

In reply to Mr. Musson's remark, that I informed him some of the contractors have copies of the specifications sent to them, I beg to say that in common with everything in which Mr. Musson has been connected with this office, it is a mischievous misrepresentation.

Mr. Musson's invariable practice was to stop me in the street and ask for a copy of any specification that he might know was in course of preparation, his intention to contract for it being quite another matter.

Before

Before Mr. Musson asked me for a copy of the Hay Bridge specification, one spare copy had been lent only to Messrs. M'Arthur, and one copy to Messrs. Bell and Franklin, two firms who had executed similar work for this department; and my reply was there was not a spare copy, and that he should speak to the Commissioner, whom he knows well is the proper officer to apply to, and without whose authority my wish to oblige Mr. Musson would be worth nothing.

Mr. Musson has always had every facility to obtain information much more than any other contractor has even expected.

WM. FORDE,
23/12/69.

MESSESS. HANRIGHT & Co. to THE COMMISSIONER AND ENGINEER FOR ROADS.

Sydney, 24 December, 1869.

SIR,

I find that the vibration caused by the traffic over the old Yass Bridge is very great; we therefore ask that the traffic on the old bridge may be stopped when we are ready to commence the fitting.

If you should grant this we do not ask an extension of time, but will still undertake to complete the whole within the time specified in our contract, viz., two months after delivery of iron, or perhaps in less time.

Would you have the goodness to let me have the sample paint approved of by you.

We have, &c.,

HANRIGHT & CO.

Per J. MUSSON,

1 Argyle-place, Argyle-street.

Mr. Whiteside for immediate report.—B.C., W.C.B., 28/12/69. E.T.W., 29/12/69. It would have been better if Mr. Whiteside had reported on this paper, so that each subject be self-contained.—W.C.B., 31/12/69. Mr. Whiteside.—B.C., E.T.W., 3/1/70.

MR. E. T. WHITESIDE to THE COMMISSIONER AND ENGINEER FOR ROADS.

Yass Bridge,
29 December, 1869.

SIR,

With regard to Mr. Musson's letter of 21st instant, I beg to state I never while in Sydney gave him permission to use any new timber, as I did not consider I had the power. Mr. Musson repeatedly asked me about timber, but I informed him he must obtain your consent. There is only about half of the lower boom on the ground; but were the whole of it here, none of it could be erected for some time on account of the neglect of contractor in obtaining timber for staging. I requested Mr. Scarr, when in Goulburn, to forward that portion first.

I am, &c.,

E. T. WHITESIDE.

THE COMMISSIONER AND ENGINEER FOR ROADS to MESSESS. HANRIGHT & Co.

Department of Public Works, Roads Branch,
Sydney, 31 December, 1869.

GENTLEMEN,

Your letter of 21st instant has remained unanswered, pending receipt of information from Mr. Whiteside.

With reference to your statement that Mr. Whiteside gave you permission to use the new timber, that gentleman reports,—

"I never while in Sydney gave permission to use any new timber, as I did not consider I had the power. Mr. Musson repeatedly asked me about timber, but I informed him he must obtain your consent."

In further reference to this, I would remind you that, *in limine*, and before any business was transacted between us, I informed you I would recognize nothing except in writing, so that it is unlikely any such permission would be given except in writing.

I have now disposed of your denial of this libellous charge as you are pleased to term it, and have to add, it is clear you or your representative stated to the timber contractor that you had permission to use this timber without having such permission, and I am at a loss how to characterize such a proceeding in other words than those used in my previous communication.

You state that some months past you submitted a plan for the scaffolding, which I agreed to. I did nothing of the sort; if I did, I presume you have the written agreement. I do not even recollect your submitting any definite plan; you talked in a general and indefinite way of how you proposed to carry out the work; but I have no recollection of any plan, nor is there in this office any record of the sort, nor have I yet had submitted for my approval any design for scaffolding.

With reference to your statement that there was enough timber for this alleged plan,—as far as I can learn there was no timber on the ground when Mr. Whiteside arrived, but I will obtain further information on this point.

Mr. Meldrum was quite right in preventing you removing the gallows frames, and he had no instructions, as you had not submitted any definite plan; and had you adhered to the *modus operandi* set forth in the specification, there would have been no indecision on his part.

In reference to your statement that I was misinformed that you complained the ironwork was not forwarded fast enough, I would remind you that not alone did you do so, but you suggested that a portion of the fine to be deducted from Messrs. P. N. Russell & Co. should be paid to you, and moreover I could not have been misinformed, as it was to myself both the complaint and suggestion were made.

You complain that the whole of the lower boom is not at Yass. I have only to say that even if the small portion yet undelivered was there, you would not be in a position to rivet it up for some time until timber for necessary scaffolding is obtained.

With

With reference to the list of rivets required by you, it was clearly your duty—not that of this office—to obtain. We might with equal reason be required to furnish you with a list of plant required. Moreover, Mr. Whiteside states that in order to prevent delay when the time for riveting comes, he has allowed Mr. Downes to copy the list given to him by Messrs. Russell.

With reference to the tar question, this is about the last thing you will be required to do; but that there may be no further complaint, I now inform you that paint as originally specified will be used.

With reference to your complaint that the drawings of Hay Bridge were not ready when advertised, I would inform you that there were quite enough drawings to keep your tracer going for weeks, until the completion of all; and if the exigencies of the service oblige the postponement of opening such tenders from time to time, it is no adequate reason for your intrusion into both the clerical and drawing offices, against which, remonstrance had to be made more than once.

With reference to your statement that copies of specifications of that bridge were supplied to other contractors, I have to inform you that it is necessary to have a certain number of copies of each specification for use; that copies were in this instance lent to Messrs. M'Arthur & Bell, as is the custom to contractors who have executed works for this department in a satisfactory manner.

You will therefore perceive, your regrets that I should have been misinformed were quite unnecessary, and that your explanation has not in any way set aside the statements in my letter; and I must conclude by requesting that you will devote more of your time to the carrying out of the work at Yass, and less to uncalled for explanations, which must in future remain unanswered, as I cannot afford time to reply to them.

I am, &c.,
WILLIAM C. BENNETT,
Commissioner and Engineer.

MR. J. MUSSON TO THE COMMISSIONER AND ENGINEER FOR ROADS.

Sydney, 11 January, 1870.

SIR,

I beg to represent that all the lower DS boom is now at Yass, and that five hands leave for there this evening. The lead had not arrived when my letter was written; and as we cannot, I believe, commence laying the boom without, I shall be glad if you will allow my men to take it up with them, or if you will furnish me with the particulars I will procure it and send it up.

I am, &c.,
JOHN MUSSON,
Of HANRIGHT & Co.

P.S.—If you will be good enough to leave your reply with the messenger, I will call in an hour's time.—J.M.

THE COMMISSIONER AND ENGINEER FOR ROADS TO MESSRS. HANRIGHT & Co.

Department of Public Works,
Sydney, 11 January, 1870.

GENTLEMEN,

In reply to your letter of this date, I have to inform you that the lead in question is at Yass; you will therefore not have to wait for it, and there is plenty to do before this lead will be required.

I have, &c.,
WILLIAM C. BENNETT,
Commissioner and Engineer.

MR. J. MUSSON TO THE COMMISSIONER AND ENGINEER FOR ROADS.

Sydney, 14 January, 1870.

SIR,

There must be some mistake about the lead for the Yass Bridge having arrived on the works; up to the time of the post closing there yesterday it had not got there, though in your letter of the 11th instant you stated that it was at Yass. We are only waiting for it to commence fitting the bridge.

I am sorry to trouble so often in this matter, but I am anxious to get the bridge well underweigh before I leave for Victoria, to tender for the railway works there.

I have, &c.,
JOHN MUSSON,
Of HANRIGHT & Co.

TELEGRAM FROM THE COMMISSIONER AND ENGINEER FOR ROADS TO E. T. WHITESIDE, ESQ., YASS.

17 January, 1870.

Has the lead arrived? Are Musson's people delayed for want of it?

WILLIAM C. BENNETT.

TELEGRAM FROM E. T. WHITESIDE, ESQ., YASS, TO THE COMMISSIONER AND ENGINEER FOR ROADS, SYDNEY.

13 January, 1870.

Musson used one barrel, for which I have receipt; he will require another for the other two stones, which probably you had better send with the two for filling up.—13/1/70.

MR. J. MUSSON TO THE COMMISSIONER AND ENGINEER FOR ROADS.

Sydney, 4 February, 1870.

SIR,

In reference to our conversation yesterday, and to avoid any misconception, I understand that we, as a matter of course, which I admit, are to drift the holes in bridge to such an extent as may be permitted by Mr. Whiteside; but if the rivets provided to us are then too large, we are to be paid for reducing them and for rimering any defective holes.

There

There can be no doubt but that the rivets are too large, which my partner informed me was admitted by Messrs. Russell, Mr. Downey, who appears to have left instructions with Mr. Whiteside to get both the swaging and riming done, and I am told by my partner to send up more hands for that purpose, and four more riveters.

Would you have the goodness to inform Mr. Whiteside as to your decision in regard to the unloading—that, as I understand you, both Egobeer and ourselves must jointly do it.

I have, &c.,
JOHN MUSSON,
Of HANRIGHT & Co.

Will Mr. Whiteside report at length on this letter, and let me have his reply by Monday without fail.—W.C.B., 4/2/70.

The information contained within, relative to the rivets for Yass Bridge, is correct; as I stated in my report of 2nd of February, I found many of the rivets too large to enter the holes after the contractors had done the necessary amount of drifting. Having informed Messrs. P. N. Russell & Co. of this fact, they sent Mr. Downing here on their behalf to inquire what would be the best mode to remedy the defect. The result has been that I now hold written instructions from Messrs. Russell to have all necessary riming done at their expense by Messrs. Hanright & Co., and at the rate stated in a written agreement given to me by the latter firm.—E.T.W., 7/2/70.

THE COMMISSIONER AND ENGINEER FOR ROADS TO MESSRS. HANRIGHT & Co.

Department of Public Works,
Sydney, 8 February, 1870.

GENTLEMEN,

With reference to the riveting of the Yass Bridge, I have to inform you that where possible to get the rivets in by doing so, the holes are to be drifted by you free of expense; where it is not possible to do so, the holes are to be rimmed to the extent required by Mr. Whiteside, at the expense of Messrs. P. N. Russell & Co., under an agreement by that firm with you under arrangement; is not in any way to prejudice the Government with reference to the time of completion of bridge.

I am, &c.,
WILLIAM C. BENNETT,
Commissioner and Engineer.

MR. J. MUSSON TO THE COMMISSIONER AND ENGINEER FOR ROADS.

Sydney, 9 February, 1870.

SIR,

I have the honor to acknowledge the receipt of your letter of yesterday's date, but only received by me this afternoon, in which you refer to the agreement entered into by my firm with Messrs. Russell & Co. for riming the defective holes in the Yass Bridge, and in which you also state "that the agreement with that firm is not in any way to prejudice the Government, with reference to the time of completion of bridge."

In reply, if I am to understand that the already short time allowed us for the completion of the bridge is not to be extended by the actual delay incurred in making good the defects of construction, that we must withdraw from the above arrangement, as I consider it a new condition not stated to my firm when the agreement was made.

I have, &c.,
JOHN MUSSON,
Of HANRIGHT & Co.

Inform Mr. Musson that this is a matter in which I cannot interfere—he must communicate with Messrs. Russell on it.—W.C.B., 11/2/70. Verbally informed by me.—J.M., 12/2/70.

MR. J. MUSSON TO THE COMMISSIONER AND ENGINEER FOR ROADS.

Sydney, 23 February, 1870.

SIR,

I beg to represent that Mr. Whiteside, on behalf of Messrs. Russell & Co., made a written agreement with my firm to rimer defective rivet holes in the Yass Bridge, to be paid for at the rate of 30s. per 100 holes, on his (Mr. W.'s) certificate. In conformity with that agreement, I received from Yass to-day a certificate for work done, and presented it to Messrs. Russell & Co. for payment, and which those gentlemen refuse to pay, on the plea that they only authorized Mr. Whiteside to pay for 500 holes.

To prevent delay and loss, we beg to ask that this agreement should be for the Government, and that we should be paid for it as an extra in the usual way.

I have, &c.,
JOHN MUSSON,
Of HANRIGHT & Co.

MR. J. MUSSON TO THE COMMISSIONER AND ENGINEER FOR ROADS.

Sydney, 28 February, 1870.

SIR,

I beg to inform you that Russell & Co. deny having authorized the resident inspector at the iron bridge at Yass to make any agreement to rimer holes in the Yass Bridge exceeding in number 500, and refuse to pay for those certified by him.

Some time since I informed Russell & Co., both in writing and verbally, of this agreement, and told them of the probable number of holes to be rimmed. They (through Mr. Murray) admitted the agreement; but now, having had some of the work done, they refuse to pay for it.

As we cannot proceed with the bridge under these circumstances, we shall have to stop work until some fresh arrangement is made.

I have, &c.,
JOHN MUSSON,
Of HANRIGHT & Co.

Send copy of this to Messrs. Russell & Co., and request that they will at once take the necessary steps to enable the work to be proceeded with.—W.C.B., 1/3/70.

THE COMMISSIONER AND ENGINEER FOR ROADS TO MESSRS. P. N. RUSSELL & Co.

Department of Public Works,
Roads Branch,
Sydney, 1 March, 1870.

GENTLEMEN,

I enclose for your information a copy of a letter received from Messrs. Hanright & Co., respecting rimering holes, Yass Bridge, and I have to request you will take the necessary steps in order that the work may be proceeded with.

I have, &c.,
WILLIAM C. BENNETT,
Commissioner and Engineer.

THE COMMISSIONER AND ENGINEER FOR ROADS TO MESSRS. HANRIGHT & Co.

Department of Public Works,
Office of Commissioner and Engineer for Roads,
Yass, 14 March, 1870.

GENTLEMEN,

I have to call your attention to the very slow progress made with the execution of your contract at Yass. Three weeks have now elapsed since the delivery of the last of the ironwork, during my late visit, and very little has since been done. Owing to the change made by you in the arrangements specified for the construction of the bridge, much greater risk in the work will be incurred in the event of a flood, and the inconvenience and danger to the public will be very great indeed. I have therefore to urge on you the necessity for at once employing more hands, and using greater exertion to get the second girder across and riveted up. If better progress has not been made by my return in about four weeks, I shall be obliged to employ people at your risk.

I am, &c.,
W. C. BENNETT.

THE COMMISSIONER AND ENGINEER FOR ROADS TO THE UNDER SECRETARY FOR PUBLIC WORKS.

Yass, 3 May, 1870.

SIR,

You are already aware of the accident caused to the new iron bridge here by the late floods. I enclose photograph of its present state, for the information of the Honorable the Secretary for Public Works. The unfinished girder is much injured; the other is quite whole, but must be taken to pieces to straighten, and facilitate removal. I have left everything as it is, as Mr. Musson objected to Mr. Meldrum's removing some timber for the repair of the O'Brien's Bridge, as an infringement of contract. Whatever arrangement is made with him, I recommend that his connection with the work be at once terminated, and the removal of the girders from bed of the river be commenced by Mr. Whiteside, our officer. Another flood may cause greater damage in their present state. Would you be good enough to consult the Crown Solicitor as to the steps to be taken to get rid of Musson.

The clause in contract holding him liable to all flood damage can hardly be equitably applied to any damage caused by floods rising higher than the maximum level shown on drawing; but I am convinced had Mr. Musson pushed his work to completion when he might, the bridge would have had a much better chance of resisting the floods.

I am anxious for a prompt settlement of this matter, in order to employ Musson's men before they leave the ground. Will you telegraph instructions to Mr. Whiteside direct.

I should add that, though small pieces have been broken off the cylinders, and one is slightly changed in position, say five-eighths of an inch,—by bracing, which will be rendered necessary by the increased height, they are quite available when raised above flood-level.

As the post is about leaving I must conclude.
I have, &c.,
WILLIAM C. BENNETT.

The bonds of Messrs. Hanright & Co., and Messrs. P. N. Russell & Co., are now forwarded to the Crown Solicitor, with a request that he will advise what steps can be taken.—B.C., 4/5/70, J.R. 8 May, /70.—J.W.

MR. E. T. WHITESIDE TO THE COMMISSIONER AND ENGINEER FOR ROADS.

Yass, 6/5/70.

SIR,

Herewith I forward you section and flood-level; the other information I hope to send to-morrow.

The cost of riveting up-stream girder would be about £50, cost of placing cross-girders and diagonal bracing I should estimate at the time taken and contractor's monthly payments, which amounted to about £120 per month.

Say for	£	s.	d.
Cross-girders	60	0	0
Diagonal bracing.....	90	0	0
Painting would have been done here for 1s. 3d. per yard, say 1,600 yards at 1s. 3d.	100	0	0
Removing old bridge	120	0	0

Which makes a total of £420. This amount, I am sure, would be within the cost.

Your obedient servant,
EDWD. T. WHITESIDE.

MR. J. MUSSON TO THE MINISTER FOR WORKS.

Sydney, 9 May, 1870.

SIR,

I have the honor to make the following representations in reference to Yass Iron Bridge.

The contract was accepted in October, 1868, with the request that cash should be paid as security for due performance. In reply, we wrote to the Honorable the then Secretary of Works (Mr. Byrnes), asking that, as a long period would elapse before the superstructure would be ready for erection, that we should not be required to pay up the deposit until such time. Our request was granted.

On

On the 16th April, 1869, we were requested at once to pay in the deposit, which was done.

The conditions provided that we could use the timber of the old bridge for scaffolding.

Before the iron left Sydney I represented that the workmanship was defective, and not according to contract, and would add much to our cost for erection. Mr. Whiteside, the officer in charge, admitted that such was the case, and requested the contractors for supply to remedy the defects, which was partially done. We were enabled to commence putting the bridge together in January, the lead for bed-plates arriving at Yass 17th January; we found however that we could make but slow progress, for want of proper rivets; those sent were bad, and too large. Mr. Whiteside, I believe, sent a telegram to that effect to Sydney.

We complained in writing (Jan. 25th) to Mr. Whiteside of this delay. The result was that the contractor for supply sent up a person to examine into the matter, the final result being that Mr. Whiteside made an agreement with my firm to rimer the holes instead of swedging the rivets. This of course caused delay, as we could not put on a second set of riveters.

Some time before this (Dec. 24th) we offered, if the traffic was stopped and we were permitted to commence the second girder at once, that we would finish the whole within two months of the delivery of the iron, as we found that the vibration caused by the traffic was very injurious to the work. Mr. Whiteside, I believe, recommended that the traffic should then be stopped. We received no reply to our communication. Had our request been granted, and the iron delivered, the bridge would have been finished before it was swept away by the floods.

The Engineer for Roads (Mr. Bennett) was at Yass on February 20th, and expressed himself pleased with the progress of the work, and ordered at once that the crossing in the river for teams should be repaired, and that the traffic over the old bridge should be stopped. As soon as that was done we commenced to pull down a portion of the old bridge, erected scaffolding, traveller, &c., and fitted the second girder complete, and $\frac{3}{4}$ riveted. We had commenced to put the cross or road girders into place when the flood put an end to our operations.

The frequency of rain and flood from the time traffic was stopped (Feb. 22nd) we had only thirty-eight working days, and I assert that such an amount of work of this description has never been done in the Colony before.

The contractors for supply ignored their agreement with us to rimer the holes, and sent up their own men for that purpose, using our scaffolding and staging, at Mr. Bennett's request, to put their work into proper condition, which should have been done in Sydney, and delivered to us in July, 1869, instead of several months afterwards. As this was not done, I beg to call your attention to the following in conditions for supply of material:—

“Should the contractor for supply fail to supply any portion in the specified time, he will be held liable for any loss sustained by the contractor for erection, for this or any other neglect in carrying out this section of contract, &c.”

I may add that portions of the iron were only delivered last month, and that other portions—the arched girders—had not arrived at Yass last week; I believe, however, they are an extra.

Our contract time was to finish two months after the last delivery of iron. If the iron had been delivered at the time stipulated, we would have had fine weather, and finished our contract long hence. I have no hesitation in saying—and I am borne out by the resident Engineer (Mr. Whiteside) and the Road Superintendent (Mr. Meldrum), and all the inhabitants of Yass—that the bridge, even if finished, could not have withstood such a pressure of water and debris, equal to hundreds of tons lateral pressure, caused by the lodging of timber and debris in the lattices of the girders, which were designed for vertical pressure only; and I beg to refer you to the testimonial sent to you by the inhabitants of Yass, of which the following is a copy:—

Yass, 2 May, 1870.

To the Hon. the Minister for Works.

Sir,

We, the undersigned, inhabitants of Yass and district, deem it an act of justice to the contractors, Messrs. Musson and Down, for the erection of the late iron bridge at Yass, respectfully to state for your information,—

- 1st. That great diligence and expedition was used by the contractors in the erection of the bridge from the time of the commencement of their work of such erection.
- 2nd. That having been eye-witnesses of the extent and force of the recent flood, we can safely say that the bridge, even if completed, could not possibly have withstood such a weight of water as was brought against it, exceeding in height, as such water did, by six feet, the lower portion of the girders.

[Signed by 100 names.]

And further, I beg to represent that the injuries to the bridge and piers would have been much greater had it been completed.

And I beg to represent that had it not been for the unprecedented wet weather, and floods in the river for the last two months, and which has delayed and destroyed public works throughout the Colony, that we would have finished the bridge within two months from the time that traffic was stopped at the old bridge, instead of two months from the last delivery of iron, which was our contract time.

From these statements of facts, every word of which I am prepared to prove, you will see that I am not to blame for the loss which the Government have sustained, and which no human foresight could have anticipated.

I have, &c.,

JOHN MUSSON,
Of HANRIGHT & Co.

In reply to Mr. Musson's letter, I have to state that the tender of Hanright & Co. was partly accepted in October, 1868, for this work; and after a long correspondence, in part of which Hanright disclaimed any knowledge of Musson, and after much recrimination between the parties, it was finally determined, contrary to my repeated objections, that Hanright, Musson, and Down should be the contractors, and the bond was signed on the 19th May, 1869.

During the construction of the ironwork in Sydney Mr. Musson had some quarrel with Russell & Co., and, from the time he was excluded from their yard, he was constantly making objections to the state in which the work was delivered at the Railway. On one occasion Messrs. Russell represented to me that Mr. Musson, in a public place, stated the work delivered at Railway Station was scamped, and not in accordance with contract. I at once prohibited the removal of the pieces in question; and, on examination by Mr. Whiteside, he reported that the rimering of a few holes had been omitted on a piece that had been sent from the yard contrary to his orders, and without final inspection. The work required was executed, and the iron forwarded. This was the only defect pointed out by Mr. Musson.

On the 24th Nov., 1869, Mr. Meldrum, the local officer at Yass, represented that two loads of the superstructure had arrived, and that there was no one to receive it, nor any preparation made for scaffolding. On the 23rd Mr. Musson wrote, asking for the loan of any plant the Government had at Yass, and applications were made to local officer for loan of screw-jack, small crab-chains, levers, and loose cordage. On the 7th Dec. I received some receipts for cartage from local officer, including receipts for Hanright's plant, which they tried to send up at the expense of the Government. I also received a letter from the contractor for flooring, stating that Musson & Co. had taken some of the new timber, and that they had informed him that I had instructed them to do so, which was not the case.

On

On 11th December, Mr. Meldrum wrote complaining that Musson's people had in his absence and without permission removed the gallows-frames from the bridge, and the diagonal bracing from the piers, thereby endangering public safety and inducing the vibration so much complained of. This was done to obtain timber to make a commencement with the staging. They also without permission removed the flooring from the down-stream roadway of the bridge, and commenced their staging under that roadway, in direct violation of the specification, which stated that the up-stream roadway was to be first removed and that girder constructed on a staging quite independent of the bridge. Had the mode of carrying out the work specified for been adhered to there would not have been any vibration, because it was arranged that the public should use the ford during the construction of the second girder; but Messrs. Hanright & Co., having neither plant or timber, were obliged to utilize the old bridge as much as possible; they having ripped up the floor and cut girders in the absence of our officers without permission, it was then impossible to compel them to proceed as specified, so they were allowed to go on in their own way, hence the delay from the vibration; they then wanted to stop the traffic, but made no mention whatever of any attempt to proceed with the second girder. I did not permit the traffic to be stopped, as I wished to limit the inconvenience to the public as much as possible. Mr. Musson states in his letter that had their request been granted and the iron delivered, the bridge would have been finished before it was swept away by the flood; but I maintain that if they had provided a reasonable quantity of timber and an independent staging for first girder as specified, the public would not have been inconvenienced by the stoppage of traffic; there would have been no vibration, and the girders with ordinary energy and appliances would have been completed before the flood, as all the iron for superstructure was on the ground long before it was required.

Mr. Musson states that I expressed myself pleased with the work when at Yass on the 20th February. On the contrary, when at Yass on the 18th, not 20th February, I expressed my disapproval of the mode of working adopted by Musson, and objected to the vibration caused by the traffic, and at once directed that the ford should be put in order and traffic over bridge stopped; thus putting the public to inconvenience of crossing the ford because Musson had deviated from the specification.

With reference to the dispute about rimering of the holes, Mr. Musson complained that many of the rivets were too large for the holes; the fact is, they did not go in with sufficient ease to please Mr. Musson's people to whom he had sublet the work; Musson wanted the rivets to be reduced in size, but I preferred that the holes should be rimered; and Mr. Russell, rather than delay the work and have any wrangling with Musson, authorized Mr. Whiteside to get Musson to rimer the holes at a certain price per hundred. Finding there were a much larger number of holes, Mr. Russell objected and sent up a man to do the rimering. It is obvious that the holes in those several pieces of iron when put together again after a long journey and much change of temperature would not correspond to a hair, and that the small amount of adjustment necessary was part of Musson's contract. It was only to save time and wrangling with Musson that Messrs. Russell agreed to pay for this work or get it done. When their man arrived Messrs. Musson & Down refused to allow him on the scaffolding, which they said was their property, and to which Russell had no right; so after some days' delay I was obliged to give a positive order to them to allow this man to do work which they themselves ought to have been obliged to do. On the 18th February, in my presence, the last piece of the girders arrived, and they were allowed to take down the second roadway of bridge. I gave notice to Mr. Down that their six weeks would count from that date. This six weeks expired on the 4th April. Though Messrs. Musson & Co. were allowed to stop the traffic completely on the 20th February, for want of timber they had not the staging ready to commence the second girder until the 24th March; and there was nothing to prevent their having this staging in position before the traffic was stopped, except that they were obliged to wait to get the timber out of the old bridge. On the 14th March, when at Yass, I wrote to them pointing out unsatisfactory progress, the danger of delay to the public and the bridge, and that the delay all arose from their deviating from the specification.

With reference to Messrs. Musson's statements that portions of the iron were only delivered last month,—I have to explain that the portions referred to were not part of the superstructure, but merely the pier-caps and rivets for same, and that a further portion of ironwork, the bracing arches, not included in either Musson's or Russell's contracts, only arrived about the 2nd or 3rd May, after the flood. Whether Messrs. Hanright & Co.'s time is counted from the delivery of the last of the ironwork or from the removal of the second roadway, they were in either case sufficiently long over their time as to justify cancellation of contract.

With reference to the testimonial from the inhabitants of Yass, I must say that if any credit is due to the progress made there, it is due to Mr. Whiteside, the officer in charge. Musson's partner there never saw a rivet put in in his life before, and Mr. Whiteside managed the matter entirely, and, as he reported to me, got on very well as long as Musson stayed away, and he was away all the time that any work was doing; but when he came on the ground, work ceased and all the time was spent in wrangling. As to Mr. Musson's opinion that the bridge would not have stood the flood if completed, I may be permitted to differ with him: the girders of the Cowra timber bridge, 130-ft. span, with not half such strong diagonal bracing, withstood quite as great a torrent. I believe had the old bridge and the staging not intercepted the drift timber, the flood would not have risen to anything like the height, and that the bridge would have had quite as good a chance of resisting the flood as the Cowra Bridge had—the leverage of the piers being much less in the short Yass piers than in those at Cowra. I ascribe the great additional rise after bridge was sent away to the damming up of the river by the ruins of the bridge.

W.C.B., 25/5/70.

NOTE.—I find that there was 1 cwt. of $\frac{5}{8}$ rivets for superstructure delivered after the 18th February. I have not you been informed the date, but I do not think this would affect the question, as we could have made them in Yass from rod-iron in half a day, and they were by no means essential to the completion of work.

THE CROWN SOLICITOR TO THE UNDER SECRETARY FOR PUBLIC WORKS.

Crown Solicitor's Office,
Sydney, 10 May, 1870.

SIR,

I have the honor to return herewith the papers relating to the contract with Messrs. Hanright & Co. for the erection of Yass Bridge, and to forward a notice, which I have prepared for service upon the contractors. This notice, and the three copies sent herewith, should be signed by Mr. Bennett, and a copy served on each contractor in the usual way.

I have, &c.,

JOHN WILLIAMS,
Crown Solicitor.

Messrs. Musson and Down can be served at once; it will not be possible to serve Hanright, who has left the Colony.—W.C.B., 11/5/70.

THE COMMISSIONER FOR MAIN ROADS TO MESSRS. THOMAS RICE HANRIGHT, JOHN MUSSON, AND STEWART JAMES DOWN.

GENTLEMEN,

With reference to the contract entered into by you with the Government for the removal of the wooden bridge at Yass, and the entire completion of the riveting, fixing, and erection of an iron bridge, excepting the planking for floor, at Yass, I hereby give you notice, that as you have not proceeded with the work with all due expedition, and failed to complete the same within the time named in that behalf in and by the said contract, I do hereby, in pursuance of the terms of the said contract, cancel the said contract, so far as relates to the works remaining to be done; and I do hereby notify to you that all sums of money (if any) due to you under the said contract and all sums of money named as penalties for non-fulfilment of the same, are forfeited in accordance with the provisions of your said contract.

Dated this eleventh day of May, A.D. 1870.

WILLIAM C. BENNETT,
Commissioner for Main Roads.

Copy served on Mr. Musson by T. Collins.
Copy served on Mr. Down by E. T. Whiteside.

MR. J. MUSSON TO THE SECRETARY FOR PUBLIC WORKS.

Sydney, 18 May, 1870.

SIR,

I have received a notice from Mr. Bennett, the Commissioner for Roads, dated the 11th May instant, in which he gives me notice that he cancels our contract for the removal of the wooden bridge at Yass, and putting up an iron bridge there—on the grounds that we have not proceeded with our work with due expedition, and have failed to complete it within the time named in that behalf. I beg to say that no such grounds exist for cancelling our contract.

I can prove that the iron was not delivered, *i.e.*, the last that was delivered, until about the middle of April, and I believe the whole of it has not yet been delivered.

Had not hindrances been put in our way, we could have had the bridge finished and delivered to the Government before the floods came.

Up to the day of the bridge being carried away, the contractors for supplying the iron were engaged in putting the iron into proper condition.

I do not here go at large into our case, and only mentioned these matters to show that the Government have no right to cancel our contract.

I have, &c.,
JOHN MUSSON,
Of HANRIGHT & Co.

With reference to Mr. Musson's letter of 18th May, I have to say that Mr. Whiteside and myself can prove, in Court, that the last portions of the superstructure, except 1 cwt. of small rivets, arrived in Yass on Saturday the 18th February, and that Musson's contract time expired on the 18th of April, by the 1st clause of general conditions; and also that the second roadway was stopped on the 20th April, and that according to the specification Musson's work should have been completed in six weeks from that date. The iron referred to by Musson as having arrived on the 18th April was not properly part of the superstructure, but of the piers, and though included in Messrs. Russell's contract, I had instructed Mr. Whiteside not to consider it part of Musson's; it was not required until the whole of the other work was done, and Mr. Whiteside can prove that I instructed him to have it put on by our own men. The portions referred to by Mr. Musson as not having yet arrived are merely the iron bracing arches. I have no doubt Mr. Musson would have been equally anxious to disclaim either of these pieces as part of his contract, and charge for same as extras, had there no question arisen.

As to Mr. Musson's statement that hindrances were put in his way,—I have only to state that every possible facility was given to him, for he made himself so troublesome to every one connected with the department that we were in the greatest possible hurry to get rid of him, independent of my very natural anxiety to have a creditable piece of work put out of danger as soon as possible; and I do now say, that if it had not been for the consideration shown to Musson, and the facilities and assistance given him, he would never have got so far as he did.

I have already explained that Messrs. Russell's man was doing work that should have been done by Musson.

TELEGRAM from E. T. WHITESIDE, YASS, to COMMISSIONER FOR ROADS.

Sydney, 20 May, 1870.

There were rivets delivered after 18th of February, for small lattice work between pillar plates, but no delay caused.

Mr. Bennett to furnish the receipts for the delivery of the goods to the Crown Solicitor.—B.C., J.S., 20/5/70. Herewith, 25/5/70. Forward to Crown Solicitor.—B.C., 25/5/70, J.R.

MR. J. MUSSON TO THE UNDER SECRETARY FOR PUBLIC WORKS.

Sydney, 27 May, 1870.

SIR,

In reference to the Yass Bridge—having been informed by yourself yesterday, and by the Honorable the Secretary for Works on the 20th instant, that my letters having reference to the above, dated the 9th and 18th instant, had been referred to the Crown Solicitor, I called on that gentleman, who informed me that he had not received them.

As there is likely to be some delay before this matter is settled, I beg to ask, without prejudice to any future action that may be taken, that the amount of our cash deposit (£196) for this contract may be at once returned to us; we have some pressing liabilities in connection with the bridge.

I have, &c.,
JOHN MUSSON,
Of HANRIGHT & Co.

Address, Box 197, P. O.

Crown Solicitor to advise whether the deposit should be paid to him.—B.C., J.S., 28/5/70. J.W.

THE CROWN SOLICITOR TO THE UNDER SECRETARY FOR PUBLIC WORKS.

Crown Solicitor's Office,
Sydney, 30 May, 1870.

SIR,

I have the honor to return herewith the papers relating to Messrs. Hanright & Co's. contract for Yass Bridge, which were received by me from your department on the 27th instant, and to state that, having brought the matter under the consideration of the Honorable the Solicitor General, he has been pleased to advise thereon, a copy of whose opinion is hereunder.

I have, &c.,
JOHN WILLIAMS,
Crown Solicitor.

COPY OPINION.

After a conference with the Attorney General and Mr. Bennett, I advise that the matter be allowed to remain as it is, and the contractors had better be so informed.

J. E. SALOMONS.

Mr. Bennett for information,—31/5/70, J.R. Seen, 2/6/70, W.C.B.

THE CROWN SOLICITOR TO THE UNDER SECRETARY FOR PUBLIC WORKS.

Crown Solicitor's Office,
Sydney, 31 May, 1870.

SIR,

I have the honor to return Mr. Musson's letter to you of date 27th instant, and to state that the question of whether the deposit made to secure the completion of Messrs. Hanright & Co's. contract shall be returned to them, must depend upon the action the Government propose to take with reference to this contract. If it is intended to make the contractors bear the whole of the loss occasioned to the Yass Bridge by the recent flood, it may be necessary to retain this money until the loss has been ascertained.

I have, &c.,
JOHN WILLIAMS,
Crown Solicitor.

Mr. Bennett to see.—B.C., 1/6/70, J.R. Seen, W.C.B., 2/6/70.

MR. J. MUSSON TO THE SECRETARY FOR PUBLIC WORKS.

Without prejudice.

Sydney, 1 June, 1870.

SIR,

We have at Yass an up-stream girder of the iron bridge, now lying in the river, screwbolts, washers, drifts, &c., that cost us £55. We offer them to the Government at £40, to be paid at once.

If we remove these bolts it will cause additional injury to the now broken girder, and they will require to be replaced.

I have, &c.,
JOHN MUSSON,
Of HANRIGHT & Co.

Mr. Bennett.—B.C., 1/6/70, J.R. The bolts referred to are the temporary fastenings used to keep the work together while being riveted; they cannot be anything like the value, say £10 at the very outside. Musson takes advantage of there being no clause in the specification forfeiting plant. I think this paper should go to the Crown Solicitor. The sooner Musson is arranged with in some way the better.—W.C.B., 2/6/70. Under Secty., B.C. Crown Solicitor to advise.—B.C., 3/6/70, J.R. Recd., 7 June, /70.—J.W.

MR. J. MUSSON TO THE SECRETARY FOR PUBLIC WORKS.

Sydney, 3 June, 1870.

SIR,

I have the honor to ask a reply to my several letters, in reference to the Yass Bridge contract, dated respectively the 9th and 18th May, and the 1st of June.

I also beg to ask for a copy of Mr. Bennett's report in reference to the cancelling of this contract, so as to give me an opportunity of disproving his alleged reason—"That we had not proceeded with the work with all due expedition, &c., &c."

I also beg to ask for a copy of the contract, conditions, and specification, of this contract, as many of our papers were carried away with our premises by the flood at Yass.

I have, &c.,
JOHN MUSSON,
Of HANRIGHT & Co.

Address, Box, Post Office.

Crown Solicitor.—B.C., 3/6/70, J.S.

THE CROWN SOLICITOR TO THE UNDER SECRETARY FOR WORKS.

Crown Solicitor's Office,
6 June, 1870.

SIR,

I have the honor to return Mr. Musson's letter to you of date 3rd instant, and to state that, as notice that the contract has been cancelled has been served upon the contractors, I do not think you can admit that the question of whether the contractors proceeded with the work with all due expedition is still open to discussion.

Upon Mr. Bennett's report that the time within which the work should have been completed, had expired, and further, that the work had not been properly proceeded with, the Hon. the Secretary for Works approved of Mr. Bennett's suggestion, that the notice before referred to should be served upon the contractors. That notice states

states the grounds upon which it is given, and this I think is all the contractors are entitled to be informed; as they must be aware whether the reasons so given are or are not well founded, irrespective of anything that may be stated in the report.

Mr. Musson must be mistaken in thinking that his copy of the conditions, specification, &c., have been lost with the papers, and to have been carried away by the flood, as an extract from the specification is given in a letter from him to your department, written since the destruction of the bridge; and there is therefore no reason why this portion of his application should be complied with.

I have, &c.,
JOHN WILLIAMS,
Crown Solicitor.

Inform.—J.S., 8/6/70. Mr. Musson informed. Copy of letter annexed. Mr. Bennett, for information.—B.C., 10/6/70, J.R. I think that the Crown Solicitor should be authorized to arrange this matter.—W.C.B., 15/6/70. Under Secty., B.C. Approved. Forward statement of expenditure with papers.—16/6/70. Mr. Bennett.—B.C., 18/6/70, J.R.

HANBRIGHT & Co's. CONTRACT.

	£	s.	d.	£	s.	d.	s.	s.	d.
Amount of original contract	1,980	0	0						
Extras—									
Setting four cap-stones	20	0	0						
Boring holes in bearing-plates	13	0	0						
Making footway	5	0	0						
Repairs to floor of old bridge	1	0	0	39	14	0			
									2,019 14 0
Estimated cost of work to be done to be deducted—									
Riveting up-stream girder		50	0	0					
" cross and diagonal girders, 43 tons at £11 =									
£473; say at £4, as scaffolding was up		172	0	0					
Painting 1,600 sup. yards, 1s. 3d.		100	0	0					
Removing old bridge		100	0	0					
									422 0 0
									1,597 14 0
1,000 cubic feet of old timber belonging to bridge cut up									
and lost, 1s.		50	0	0					
250 feet new do., 3s. 6d.		43	15	0					
Plant and cement in receipts, 2 barrels cement		3	0	0					
Repair to crab-winch		1	0	0					
									97 15 0
									1,499 19 0
Cash paid									500 0 0
									£ 999 19 0

In addition to the cash deposit.

THE CROWN SOLICITOR TO THE UNDER SECRETARY FOR PUBLIC WORKS.

Crown Solicitor's Office,
Sydney, 8 June, 1870.

SIR,

I have the honor to return the papers received by me yesterday, relating to the contract for the erection of the Yass Bridge, and to state that I cannot ascertain from the memo. of the Commissioner for Main Roads for what purpose the papers are sent to me. I agree with the Commissioner in thinking that the sooner Mr. Musson is arranged with the better; but I have not been instructed to endeavour to arrange with him, nor are the papers apparently now sent to me for that purpose. It rests I think with the Commissioner, under the instructions of the Minister, to negotiate with Mr. Musson in this matter. I may suggest, in so doing care must be taken that anything that may be said or written upon the subject is to be considered as written or stated without prejudice, so that if the negotiation should fail the Government may not be prejudiced.

I have, &c.,
JOHN WILLIAMS,
Crown Solicitor.

THE CROWN SOLICITOR TO THE UNDER SECRETARY FOR PUBLIC WORKS.

Crown Solicitor's Office,
Sydney, 22 June, 1870.

Musson's Contract—Yass Bridge.

SIR,

I have the honor to forward to you herewith a letter that I have this day received from Messrs. Iceton & Son, and shall feel obliged by your returning it to me at your convenience, with such instructions as you may consider proper.

I have, &c.,
JOHN WILLIAMS,
Crown Solicitor.

Mr. Bennett, for report.—B.C., 23/6/70, J.R. I append a fair and reasonable statement of how this matter stands. The valuation of work to be done is Mr. Whiteside's; the whole statement makes so much allowance to contractor that no further concession should be made, nor do I think the whole balance shown should be paid him; even had he completed contract there would have been fines incurred.—W.C.B., 27/6/70. Under Secretary, B.C. Crown Solicitor to make an offer without prejudice on these terms.—J.S., 29/6/70, B.C. Received, 1/7/70, J.W. Mr. Bennett's memo. still makes it doubtful whether I am to make any deduction for fines. I understood Mr. Bennett to state that the offer was to be without deductions for fines. Will the Under Secretary please say how this is to be.—J.W., 1/7/70. It is not intended to make any deduction for fines if settled out of Court.—J.S., 1/7/70. Crown Solicitor.

MESSRS.

MESSRS. ICETON & SON TO THE CROWN SOLICITOR.

Sydney, 22 June, 1870.

Musson—Yass Bridge.

DEAR SIR,

We propose without prejudice that the Government should pay us the contract price of the bridge, pay us for the extras done, and pay us the deposit—less the sums that have been paid on account and the amount it would have cost Messrs. Musson & Co. to complete the bridge; this last amount to be decided by arbitration in the usual way if necessary.

Yours truly,
ICETON & SON.

By deed, dated 5th May, 1869, Mr. Hanright's interest in the contract was assigned to Mr. Down.

THE CROWN SOLICITOR TO MR. T. ICETON.

Crown Solicitor's Office,
1 July, 1870.

Yass Bridge—Musson & Co.'s Contract.

DEAR SIR,

The Minister for Works has instructed me to reply to yours of the 22nd ultimo, to inform you that although he cannot admit that your clients have any legal claim upon the Government, he is willing to recommend to the Executive that your clients shall be dealt with in such manner as the Government would have been willing to deal with them if the whole of the work executed had been approved of, and it had been arranged that the contract should be taken off their hands, paying for all the work done up to the day that the bridge was thrown down by the flood, in which case the amount the Government would have been prepared to pay would have been £999 19s. Od. Thus arrived at—

Amount of original contract	£1,980 0 0	
Extras	39 14 0	
		2,019 14 0
From which deduct—		
Amount of value of the work required to complete bridge.....	422 0 0	
Value of old timber used as scaffolding by the contractors for which they were to pay	97 15 0	
Cash paid to the contractors	500 0 0	
		1,019 15 0
Leaving a balance of.....		£999 19 0

If your clients are willing to accept this last-mentioned amount in full satisfaction for all claims against the Government, or otherwise, under the contract for the erection of the bridge, and for the use that may have been made of any plant belonging to them, and generally in full settlement of all claims arising out of this contract, or anything that has been done in respect thereof, the Minister is prepared to recommend to the Executive that this sum be paid, and that the money deposited by your clients be returned to them.

You will please consider this letter as without prejudice, and that if the offer herein contained is not accepted, it is not at any time or in any manner howsoever to be read, used, or alluded to.

I am, &c.,
JOHN WILLIAMS,
Crown Solicitor.

MESSRS. ICETON & SON TO THE CROWN SOLICITOR.

Sydney, 6 July, 1870.

DEAR SIR,

Our clients will agree to settle on the principle contained in your letter of 1st instant, but at present they do not agree with your statement of details; for instance, should not the contract amount including that for the removal of the old bridge be £2,080?

Again, the item of £422 estimated cost of work to complete bridge is much too large. Will you favour us with the items of which this sum is composed. If we cannot agree with you (which we shall endeavour to do on receiving the items), we shall propose a reference to some competent person to settle this amount. As to the £97 15s. for timber, we must also beg to have items, as our clients cannot understand how so large a sum can be made up.

Perhaps a fair settlement of this item would be for the Roads Department to take all the contractors' timber about the place or in the river.

We of course agree that the correspondence between us is without prejudice.

Yours truly,
ICETON & SON.

THE CROWN SOLICITOR TO THE UNDER SECRETARY FOR PUBLIC WORKS.

Crown Solicitor's Office,
Sydney, 7 July, 1870.

Musson's Contract—Yass Bridge.

SIR,

I have the honor to return to you herewith the papers received by me from your department herein, together with a copy of a letter of date the 1st instant, addressed by me to Messrs. Icton & Son, and with copy of reply of those gentlemen thereto.

I shall be glad to receive your further instructions.

I have, &c.,
JOHN WILLIAMS,
Crown Solicitor.

Hanright & Co's. tender and bond herewith, by which it will be seen their tender is £1,980; the details are shown in papers herewith; but I think it was understood with the Crown Solicitor that this offer on the part of the Government was so liberal that no question of detail would be entertained; and I think that if Musson & Co. do not accept this offer the matter should be taken into Court. There is little (if any) of their timber on the ground.—W.C.B., 8/7/70. Under Secretary, B.C. Approved. Inform Crown Solicitor.—J.S., 8/7/70. B.C., 11 July, 1870.—J.W.

THE CROWN SOLICITOR TO THE UNDER SECRETARY FOR PUBLIC WORKS.

Crown Solicitor's Office,
Sydney, 14 July, 1870.

Musson's Contract—Yass Bridge.

SIR,

I have the honor to return to you herewith the papers received by me from your department, and to state that I have received a note from Mr. Iceton intimating that he is instructed to accept the offer contained in my letter to his firm of date the 1st instant, a copy of which letter is with the papers.

I send you copy of Mr. Iceton's letter above referred to.

I have, &c.,

JOHN WILLIAMS,
Crown Solicitor.

MR. T. ICETON TO THE CROWN SOLICITOR.

Sydney, 13 July, 1870.

Yass Bridge—Musson & Co.

SIR,

I am instructed to accept the offer contained in your letter of 1st instant.

Be so good as to facilitate the payment of the money as much as you can. Hanwright has no interest in the contract. Deed herewith for your inspection.

Yours truly,

THOS. ICETON.

MR. J. MUSSON TO THE UNDER SECRETARY FOR PUBLIC WORKS.

Sydney, 27 July, 1870.

SIR,

Upon inquiry at the Roads Department, I find no steps have been taken to refund us the deposit money on the Yass Bridge Contract.

Will you have the goodness to attend to this matter.

I have, &c.,

JOHN MUSSON,
Of HANRIGHT & Co.

Mr. Bennett for report.—J.R., B.C., 27/7/70. As the matter has been arranged by the Crown Solicitor, this amount may now be repaid to Hanright & Co.—W.C.B., 28/7/70. Approved. The balance of contract to be paid through the Crown Solicitor.—J.S., 29/7/70. Inform Treasury.—J.R., 29/7/70. Deposit receipt sent to Treasury this day.—29/7/70. This amount—that is, the balance due under the contract—was paid to Mr. Musson and Mr. Gegan in my presence.—J.W., 1 Aug., 1870.

1870-71.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAYS.

(REPORTS FROM ENGINEER-IN-CHIEF, RELATIVE TO COST OF PROPOSED EXTENSIONS BEYOND GOULBURN, BATHURST, AND MURRURUNDI.)

Ordered by the Legislative Assembly to be Printed, 8 February, 1871.

THE ENGINEER-IN-CHIEF to THE COMMISSIONER.

Department of Public Works,
Railway Branch, Engineer's Office,
Sydney, 26 April, 1870.*Minute-paper.*—Proposed Extensions beyond Goulburn, Bathurst, and Murrurundi.

WITH a view of preparing careful estimates of the proposed extensions of the Railway from Goulburn, Bathurst, and Murrurundi, I propose to send out a competent staff (so far as the present balance on the Trial Survey Vote will permit) to improve the original trial surveys, so that most reliable information can be given as to the exact cost of each extension. I propose to commence with the Southern Railway, from Goulburn to Yass, and to prepare estimates for the gauges of 4 feet $8\frac{1}{2}$ inches, 3 feet, and 2 feet; to reduce the width of formation in cuttings, for the gauge of 4 feet $8\frac{1}{2}$ inches, from 18 feet (the width of the present lines) to 12 feet; to adopt curves of 20 chains radius, and inclines of 1 in 40 where any saving can be effected in earthworks, to reduce the depth of ballast, and to shorten the sleepers to 8 feet.

I propose to use rails of 75 lbs. per yard, the same as at present, but to dispense with the chairs (which will effect a saving of about £300 a mile), to have sleepers of an inferior quality to those now in use, and to construct as far as practicable the bridges and culverts of timber; to erect timber stations and timber platforms, and to reduce the cost of construction by every possible means.

For the gauge of 3 feet I propose to have a formation width in cuttings of 10 feet, and to use a rail without chairs of 60 lbs to the yard.

For the gauge of 2 feet, I propose a formation width of 9 feet, and to adopt a rail of 50 lbs. to the yard.

As little is known by this department of the country between Wagga Wagga and Albury, I think it would be advisable to have a trial section taken through that district, so as to complete the trial surveys to the boundary of this Colony.

If the Commissioner approve of this suggestion, I will despatch the surveyors in the early part of next month.

Approved,—J.S., 26/4/70.

JOHN WHITTON.

THE ENGINEER-IN-CHIEF to THE COMMISSIONER.

Department of Public Works,
Railway Branch, Engineer's Office,
Sydney, 5 August, 1870.*Minute-paper.*—Proposed Extensions of Southern, Western, and Northern Railways.

WITH reference to the proposed change of gauge for the extensions beyond Goulburn, Bathurst, and Murrurundi, I must express my decided opinion that any reduction would be attended with the most serious inconvenience, and cause great loss to the revenue.

It has been assumed that a very large traffic on all the lines will be derived from the carriage of live stock; and, setting aside the difficulty of changing wild cattle wherever the difference of gauge may exist, I assert that no traffic of this description can be carried economically on a less gauge than 4 ft. $8\frac{1}{2}$ in., and on a 2-ft. gauge it would be impossible to conduct such a traffic with safety.

It has been asserted by the advocates of the narrow gauges (3 ft. 6 in. and 2 ft.) that a 40-lb. rail can be used on such lines, and thus a great reduction on first cost of construction can be effected.

To this I say, that a rail weighing only 40 lbs. to the yard is utterly useless on any gauge where locomotives are employed.

The Cawnpore and Lucknow Branch Railway in India was laid with rails weighing 40 lbs. to the yard, with a gauge of 5 ft. 6 in., and was worked by locomotives; and although the traffic was light, the rails failed within twelve months of the opening of the line.

Many other examples could no doubt be found to show that what is termed a cheap railway is always the most costly, as the extra cost of working and maintenance is, by the advocates of this system, left entirely out of the calculation.

From Mr. Higinbotham's Report to the Commissioner of Railways in Victoria, on the subject of Railway Extension, I have taken the subjoined particulars, showing the estimated cost of the North-eastern Railway of that Colony, as compared with the cheapest known lines in the United Kingdom.

"I propose to take each of these cases, for the purpose of showing what each line would have cost if constructed by labour paid at Victorian rates; and, with a desire to understate rather than overstate the case that I am laying before you, I will assume that the price of labour here is one and a half times higher than in England and Scotland, and only twice as high as in Ireland. I will assume also that the weight of the rails on each line is the same as I propose for the North-eastern Railway—viz., 72 lbs. to the yard—this latter assumption being the least favourable that I can make for the purpose of my argument. You will observe that I have made allowance in the following calculations for the higher price paid for land in the United Kingdom than here, and also for the parliamentary and law expenses incurred there.

" Great Northern and Western Railway of Ireland.

" Cost per mile in Ireland.		Cost per mile in Victoria.	
	£		£
" Permanent-way materials... ..	1,106	+ 25 per cent. for freight, &c.	1,382
Ballast	629	× 2 for difference in labour	1,258
Sleepers	462	Same here	462
Laying	99	× 2 for difference in labour	198
Works and supervision	3,438	× 2 for do. do.	6,876
Land, say	650	.....	100
Parliamentary and law expenses	196	.....	Nil
	<u>£6,580</u>		<u>£10,276</u>

" Killarney Branch Railway.

" Cost per mile in Ireland.		Cost per mile in Victoria.	
	£		£
" Permanent-way materials... ..	1,106	+ 25 per cent. for freight, &c.	1,382
Ballast	629	× 2 for difference in labour	1,258
Sleepers	462	Same here	462
Laying	99	× 2 for difference in labour	198
Works and supervision	3,004	× 2 for do. do.	6,008
Land, say	650	.....	100
Parliamentary and law expenses	50	.....	Nil
	<u>£6,000</u>		<u>£9,408</u>

" Great Southern and Western Railway of Ireland—Branch Lines.

" Cost per mile in Ireland.		Cost per mile in Victoria.	
	£		£
" Permanent-way materials... ..	1,106	+ 25 per cent. for freight, &c.	1,382
Ballast	629	× 2 for difference in labour	1,258
Sleepers	462	Same here	462
Laying	99	× 2 for difference in labour	198
Works and supervision	4,004	× 2 for do. do.	8,008
Land, say	650	.....	100
Parliamentary and law expenses	50	.....	Nil
	<u>£7,000</u>		<u>£11,408</u>

" Malton and Thirsk Branch Railway.

" Cost per mile in England.		Cost per mile in Victoria.	
	£		£
" Permanent-way materials... ..	1,106	+ 25 per cent. for freight, &c.	1,382
Ballast	798½	× 1½ for difference in labour	1,198
Sleepers	437	Same here	437
Laying	132	× 1½ for difference in labour	198
Works and supervision	1,266½	× 1½ for do. do.	1,899½
Parliamentary and law expenses	50	.....	Nil
Land, say	650	.....	100
	<u>£4,440</u>		<u>£5,214½</u>

" Honeybourne to Stratford—Branch Line.

" Cost per mile in England.		Cost per mile in Victoria.	
	£		£
" Permanent-way materials... ..	1,106	+ 25 per cent. for freight	1,382
Ballast	798½	× 1½ for difference in labour	1,198
Sleepers	437	Same here	437
Laying	132	× 1½ for difference in labour	198
Works and supervision	2,826½	× 1½ for do. do.	4,239
Land, say	650	.....	100
Parliamentary and law expenses	50	.....	Nil
	<u>£6,000</u>		<u>£7,554</u>

"The Peebles Railway.

" Cost per mile in Scotland.	£	+	Cost per mile in Victoria.	£
" Permanent-way materials	1,106		25 per cent. for freight, &c.	1,382
Ballast	798½	×	1½ for difference in labour	1,198
Sleepers	437		Same here	437
Laying	132	×	1½ for difference in labour	198
Works and supervision	1,826½	×	1½ for do. do.	2,739½
Land, say	650		.....	100
Parliamentary and law expenses	50		.....	Nil
	£5,000			£6,054½"

It will be seen, however, that the rate of wages in the Colonies assumed by Mr. Higinbotham, with a view of not overstating his case, is considerably less than the actual difference known to exist; but even with the rates he has taken, the railways which are proposed to be constructed in the Colonies bear very favourable comparison with the cheap lines stated to have been constructed in the United Kingdom.

I have no hesitation in saying that thoroughly good lines on the 4 ft. 8½ in. gauge, with rails 70 lbs. to the yard, can be constructed to Yass, Orange, and Tamworth, for about £7,000 per mile.

Since preparing my last estimate, which amounted to £8,000 a mile, I have had additional trial sections taken, and I find that the earthworks shown on the original section can be considerably reduced by alterations in the direction of the lines.

As these revised trial surveys are still in progress, I am not yet able to forward a detailed estimate of the cost of these extensions.

JOHN WHITTON.

Department of Public Works,
Sydney, 20 September, 1870.

HAS the Engineer-in-Chief for Railways obtained sufficient information as to the extension of the lines from Goulburn to Yass, from Bathurst to Orange, and from Murrurundi to Tamworth, to enable him to state at what rate per mile these extensions can be constructed if they are to be worked by locomotive engines?

JOHN SUTHERLAND.

Mr. Whitton, B.C., 23/9/70.—J.R.

THE revised trial sections are not yet completed, but from the reports of the different surveyors I anticipate that the earthwork will be reduced nearly one-half; other works, tunnels, and bridges, will also be modified, and a saving be made in their construction. I consider that a good permanent-way is absolutely essential for the public safety, and I therefore propose to use a steel rail, 70 lbs. to the yard (single-headed); sapling sleepers, to reduce first cost, might be used, also a smaller quantity of ballast than that laid on the existing lines. The fencing might be erected with any description of timber the district would afford, and wooden station-buildings, platforms, &c., be erected in the first instance. If these suggestions be adopted, and all the bridges and culverts be constructed in the most economical manner with the timber in the district through which the lines pass, I believe a good railway for locomotive purposes may be made for £7,000 per mile.—J.W., 26/9/70.

Commissioner, 26/9/70.

Cabinet.—J.S., 27/9/70.

Sum placed on Estimates for extensions in accordance with this estimate.—J.S., 8/10/70.

1870-71.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAYS.

(REPORT FROM ENGINEER-IN-CHIEF, WITH DETAILED ESTIMATE OF EXTENSIONS TO YASS AND ORANGE.)

Ordered by the Legislative Assembly to be Printed, 9 February, 1871.

THE ENGINEER-IN-CHIEF TO THE COMMISSIONER FOR RAILWAYS.

Department of Public Works,
Railway Branch,
Engineer's Office, Sydney, 8 February, 1871.

SIR,

Referring to my previous reports on the cost of the proposed extensions from Goulburn to Yass, Bathurst to Orange, and Murrurundi to Tamworth, I have now the honor to lay before you a detailed estimate of the cost of the lines to Yass and to Orange; and although the surveys of the extension to Tamworth were stopped before the revised surveys were completed, sufficient was done to justify me in stating that the extension from Murrurundi to Tamworth will not cost more than the extensions to Yass and to Orange. I therefore propose to give detailed estimates of the two extensions last named.

Extension from Goulburn to Yass.

On leaving the Goulburn station, the line almost immediately crosses Slouane-street, and for about a mile runs parallel with the road to Braidwood, then follows for a short distance the course of the Mulwarree Ponds, and taking a westerly direction, follows generally the course of the Main Southern Road, across the first, second, and third Broadalbane Plains, and near the head of Mutbilly Creek or Boorangullen Chain of Ponds, reaching the summit of the Cullarin Range at an elevation of 2,388 feet above sea level, at a distance of 21 miles from Goulburn and 155 miles from Sydney.

Winding round the Cullarin Range, on the north side, the line again approaches the Southern Road, running nearly parallel with it, still keeping on the north side from 159 miles to 163 miles, passing at 161 miles about half a mile to the north of Frankfield Inn, and crossing the Fish River at 162½ miles, about 5 chains on the north side of the Main Southern Road.

The line now diverges to the north of Gunning Hill, and crossing Gunning Creek, passes about a quarter of a mile to the north of the town of Gunning, and then follows the course of the Southern Road up to 167 miles from Sydney.

From this point the line takes a more northerly direction, crossing Four-mile Creek, Oolong Creek, Sandy Creek, Jerrawa Creek nearly at its junction with Catherine Creek, and reaches the summit of Muddoonen Range at an elevation of 2,225 feet above sea level, and at a distance of 180 miles from Sydney or 46 miles from Goulburn.

From this point the line descends by tolerably easy gradients to a point about 190 miles from Sydney, on the Main Southern Road, about 2 miles on the north-west side of North Yass, crossing, in its course, Manton's Creek, Yellow Creek, and Bango Creek.

At that point, 190 miles from Sydney, I propose to erect a station for North and South Yass, as it would be impossible to take the railway through those towns without great cost and a considerable increase in the length of the line.

The earthworks on this length are light, and there are no bridges of importance.

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

The quantities for all the works have been most carefully taken out, and I am satisfied this extension can be completed for the amounts stated in the following detailed estimate, which shows an average cost of £6,786 5s. 4d. per mile.

Extension from Goulburn to Yass—Length 56 miles and 4 chains.

	£	s.	d.
Earthwork	110,473	5	6
Culverts	14,186	10	0
Brickwork in bridges	6,636	15	0
Timber bridges and flood-openings	14,674	8	0
Fencing	10,770	0	0
Level-crossings, gates, and gate-houses	2,400	0	0
Occupation level-crossings and gates	5,376	0	0
Permanent way, laid and ballasted complete, including all materials	168,150	0	0
Do. do. do. for sidings at stations	7,500	0	0
Station-buildings, platforms, &c. (including water supply)	15,000	0	0
Engineering and supervision	16,800	0	0
Land	8,064	0	0
	£380,030	18	6

At the rate of £6,786 5s. 4d. per mile.

Extension from Bathurst to Orange.

This extension commences at a point 144 miles 45 chains from Sydney, near to Mutton's Creek, and a short distance on the south-east side of the proposed station in the city of Bathurst.

For a distance of about 4 miles the line follows generally the direction of the Vale Road, passing to the west of the Hen and Chickens Inn; then diverging to the west, crosses a number of small spurs of the range between the Carcoar and Caloola Roads; closely approaches the Teapot Swamp Road, which it follows, and crosses several times for a distance of seven miles, reaching the main range at Fitzgerald's Mount, at an elevation of 3,021 feet above sea level, and at a distance of 162 miles from Sydney and 17 miles from Bathurst.

After passing Fitzgerald's Mount, the line runs in a southerly direction for a distance of a little more than a mile, when it takes a north-westerly direction, crossing the road from Bathurst to Carcoar, at 170 miles from Sydney; then Dungeon Creek, King's Plains, the main road from Bathurst to Orange, at 175½ miles, the Pretty Plains at 180½ miles, then Gosling Creek, and terminates in the town of Orange, at 191 miles from Sydney and 41½ miles from Bathurst.

The section accompanying this report has been taken over the red line on plan of second trial survey, but the alternative line shown in blue for about 5 miles from Orange is the line I propose to adopt, and which terminates in a Government reserve on the south side of the town.

The earthworks on this extension are light, and there are no bridges of importance, nor a single tunnel.

The steepest gradient is 1 in 40, and with the exception of one curve of 16 chains radius at Fitzgerald's Mount, there is no other curve on any part of the line of a less radius than 20 chains.

The quantities of all the works have been most carefully taken out, and they can be completed in the most substantial manner for the amounts stated in the subjoined estimate.

Extension from Bathurst to Orange—Length 46 miles and 35 chains—

	£	s.	d.
Earthworks	108,759	6	6
Culverts	9,421	11	0
Bridges and flood-openings	11,335	14	8
Fencing	9,000	0	0
Level-crossings, gates and gate-houses	6,880	0	0
Permanent way, laid and ballasted complete, including all materials	139,500	0	0
Do. do. for sidings	6,000	0	0
Station buildings and platforms (including water supply)	10,000	0	0
Engineering and supervision	14,000	0	0
Land	6,696	0	0
	<u>£321,592</u>	<u>12</u>	<u>2</u>

At the rate of £6,915 19s. 4d. per mile.

These estimates are based on the assumption that steel rails will be used, weighing 70 lbs. to the yard; but should it be deemed advisable to use the ordinary wrought-iron rails of the same weight, the cost would be reduced by about £220 per mile.

Should it be considered desirable to use lighter engines on these extensions, and to travel at a reduced speed, a wrought-iron rail weighing 60 lbs. to the yard might be used, which would reduce the present estimates by about £550 per mile.

The estimate for each line would therefore be as under:—

Comparative cost of Extensions, with the undermentioned weight of rail:—

	Steel Rails. 70 lbs. per yard.	Iron Rails. 70 lbs. per yard.	Iron Rails. 60 lbs. per yard.
	£	£	£
Goulburn to Yass	6,786	6,566	6,236
Bathurst to Orange	6,916	6,696	6,366

For the Southern Railway I would recommend the adoption of the heavier rail, as this line will at no distant day be the great highway to Melbourne, and speed will then be a matter of considerable importance.

The sleepers are to be the best the district will afford.

The fencing to have two rails only, and to be formed of saplings if other suitable timber be not obtainable in the district.

The stations, platforms, and gate-houses, to be of timber throughout, and constructed in the most economical manner possible.

From the detailed estimates it will be seen that the earthworks, bridges, and culverts cost nearly £3,000 per mile, or about the same as the cost of the permanent way with steel rails 70 lbs. to the yard; therefore, in a tolerably level country, where few culverts and bridges would be required, and where the earthworks would only amount to what is technically called "forming," the cost of a railway would be considerably below the amount stated in my estimate.

For branch railways, or feeders to the main line, rails 60 lbs. to the yard might be laid down, and worked by locomotive engines; but if such feeders be worked by horses, a rail weighing 40 lbs. to the yard might be adopted.

It is true that engines are now running on rails of 40 lbs. to the yard, but I am satisfied that there is no economy in using light rails where locomotives are employed.

A permanent way with 60-lb. rails might be constructed for about £2,450 per mile, including laying, ballasting, and sleepers, and with a 40 lbs. rail, for about £2,050 per mile.

I stated in my report dated 5th August, 1870, that on the Lucknow and Cawnpore Railway in India rails 40-lb. to the yard had been laid down, and the line worked by locomotives, but that these rails failed within twelve months of the opening of the line.

The Melbourne and Hobson's Bay Railway was laid, in the first instance, with rails weighing 55 lbs. per yard. The weight of the engines used on this line was under 25 tons, yet these rails failed in less than three years.

The line was relaid about fourteen years ago with rails weighing 75 lbs. per yard, and these were a year ago in good order.

The St. Kilda branch of the Hobson's Bay Railway was laid in 1857 with rails weighing 55 lbs. to the yard, on longitudinal sleepers, yet in less than two years these rails had to be taken up, and the line was relaid with rails weighing 75 lbs. and 80 lbs. per yard, which a year ago were in good condition.

I strongly advise that the standard gauge of 4 ft. 8½ in. be maintained throughout the whole railway system in this Colony, as the difference between the gauge and 3 ft. 6 in. is too small (14½ in.) to justify a break of gauge with all its attendant inconveniences.

I am aware that a gauge of 3 ft. 6 in. has been recommended for branch lines in India, but it must not be forgotten that the standard gauge of India is 5 ft. 6 in., and I have little doubt that had the 4 ft. 8½ in. gauge been laid down originally on the Indian lines no break of gauge would have been sanctioned.

The plans and sections of the second trial surveys of the extensions from Bathurst to Orange, and from Goulburn to Yass, on which these estimates are based, accompany this report.

I also append a table of the gradients and heights on each line.

I have, &c.,
JOHN WHITTON.

GREAT SOUTHERN RAILWAY.

Gradients from Goulburn to Yass, showing Mileage and Heights above H.W. Spring-tides, Sydney.

Distance.		Rise or Fall.	Gradient.	Length of Level or Gradient.		Height above H.W. Spring-tides to rail level.	Remarks.
Miles	Chains			Miles	Chains			Feet
134	20	Rise	1 in 600	...	31	2,074	Creek.
"	51	"	1 " 159	...	53	2,096	Occupation Road (level crossing).
135	24	Fall	1 " 264	...	24	2,090	
"	48	Rise	1 " 119	...	47	2,116	
136	15	Fall	1 " 195	...	31	2,106	
"	46	Rise	1 " 174	...	41	2,121	
137	7	Level .....	.....	...	41	2,121	Run of Water Creek.
"	48	Rise	1 " 52	...	63	2,201	
138	31	Level	1 " 52	...	10	2,201	
"	41	Fall	1 " 80	...	15	2,189	
"	56	Level .....	.....	...	49	2,189	
139	25	Rise	1 " 50	...	29	2,227	
"	54	Level .....	.....	...	3	2,227	
"	57	Fall	1 " 231	...	22	2,221	
"	79	Level .....	.....	...	6	2,221	
140	5	Rise	1 " 63	...	20	2,242	Occupation Road.
"	25	Level .....	.....	...	43	2,242	
"	68	Rise	1 " 264	...	16	2,246	
141	4	Level .....	.....	...	59	2,246	Run of Water Creek.
"	63	Rise	1 " 50	...	68	2,336	Great Southern Road.
142	51	"	1 " 128	...	53	2,363	
143	24	"	1 " 297	...	36	2,371	
"	60	Fall	1 " 188	...	20	2,364	
144	"	"	1 " 55	...	30	2,328	
"	30	"	1 " 116	...	30	2,311	
"	60	"	1 " 1023	...	31	2,309	
145	11	Rise	1 " 379	...	23	2,313	
"	34	Level .....	.....	...	14	2,313	Wollogorong Creek.
"	48	Rise	1 " 77	...	14	2,325	
"	62	"	1 " 218	...	33	2,335	
146	15	Fall	1 " 561	...	17	2,333	
"	32	"	1 " 91	...	25	2,315	
"	57	"	1 " 374	...	17	2,312	
"	74	Level .....	.....	...	18	2,312	Crossing, Great Southern Road.
147	12	Fall	1 " 825	...	25	2,310	
"	37	Rise	1 " 143	...	26	2,322	
"	63	"	1 " 96	...	19	2,335	
148	2	"	1 " 77	...	41	2,370	
"	43	Level .....	.....	...	3	2,370	
"	46	Fall	1 " 50	...	42	2,315	
149	8	Level .....	.....	...	10	2,315	
"	18	Fall	1 " 75	...	27	2,291	
"	45	Rise	1 " 106	...	13	2,299	
"	58	Level .....	.....	...	3	2,299	
"	61	Fall	1 " 51	...	17	2,277	
"	78	Level .....	.....	...	11	2,277	
150	9	Rise	1 " 57	...	13	2,292	
"	22	"	1 " 1848	...	28	2,293	
"	50	"	1 " 181	...	18	2,300	
"	68	Level .....	.....	...	6	2,300	
"	74	Fall	1 " 50	...	18	2,276	
151	12	"	1 " 60	...	18	2,256	
"	30	Level .....	.....	...	72	2,256	Breadalbane Plains.
152	22	Rise	1 " 330	...	25	2,261	
"	47	"	1 " 58	...	57	2,326	
153	24	Level .....	.....	...	4	2,326	
"	28	Fall	1 " 53	...	17	2,305	
"	45	Rise	1 " 495	...	15	2,307	Mutbilly Creek.
"	60	"	1 " 49	...	27	2,343	
154	7	"	1 " 137	...	15	2,350	
"	22	"	1 " 50	...	19	2,375	
"	41	"	1 " 122	...	24	2,388	
"	65	Level .....	.....	...	21	2,388	Great Southern Road Crossing.
155	6	Fall	1 " 50	...	23	2,358	Gullarin Range.
"	29	"	1 " 120	...	16	2,349	
"	45	"	1 " 83	...	15	2,337	
"	60	Level .....	.....	...	10	2,337	

GREAT SOUTHERN RAILWAY.—Gradients—continued.

Distance.		Rise or Fall.	Gradient.	Length of Level or Gradient.		Height above H. W. Spring-tides to rail level.	Remarks.
Miles	Chains			Miles	Chains			Feet
155	70	Rise	1 in 54	...	17	2,358	
156	7	Level	.....	...	4	2,358	
"	11	Fall	1 " 45	...	43	2,296	
"	54	"	1 " 40	...	29	2,248	
157	3	"	1 " 66	...	33	2,215	Watercourse.
"	36	Rise	1 " 176	...	16	2,219	
"	52	Fall	1 " 46	...	38	2,167	
158	10	Level	.....	...	16	2,167	Watercourse.
"	26	Fall	1 " 81	...	25	2,151	
"	51	Rise	1 " 374	...	17	2,154	
"	68	Fall	1 " 108	...	18	2,143	
159	6	"	1 " 41	...	53	2,058	Watercourse.
"	59	"	1 " 96	...	32	2,036	
160	11	"	1 " 50	...	27	2,000	Watercourse.
"	38	Level	.....	...	5	2,000	
"	43	Fall	1 " 50	...	16	1,979	
"	59	"	1 " 79	...	54	1,934	
161	33	Level	.....	...	10	1,934	
"	43	Fall	1 " 50	...	42	1,879	
162	5	Level	.....	...	7	1,879	Watercourse.
"	12	Fall	1 " 51	...	7	1,870	
"	19	Level	.....	...	9	1,870	
"	28	Rise	1 " 130	...	10	1,875	Fish River.
"	38	"	1 " 60	...	28	1,912	
"	66	Level	.....	...	5	1,912	
"	71	Rise	1 " 59	...	22	1,937	
163	13	Level	.....	...	13	1,937	
"	26	Rise	1 " 50	...	51	2,004	
"	77	Level	.....	...	6	2,004	
164	2	Fall	1 " 44	...	100	1,856	
165	22	Level	.....	...	9	1,856	Gunning Creek.
"	31	Rise	1 " 60	...	32	1,891	
"	63	Level	.....	...	20	1,891	
166	3	Fall	1 " 78	...	16	1,878	
"	19	Level	.....	...	10	1,878	
"	29	Rise	1 " 48	...	119	2,041	
167	68	"	1 " 41	...	39	2,103	
168	27	Level	.....	...	6	2,103	
"	33	Fall	1 " 44	...	40	2,043	
"	73	"	1 " 62	...	92	1,945	Four-mile Creek.
170	5	Level	.....	...	20	1,945	Oolong Creek.
"	25	Rise	1 " 50	...	25	1,973	Sandy Creek.
"	50	Level	.....	...	5	1,973	
"	55	Fall	1 " 50	...	28	1,936	
171	3	Level	.....	...	17	1,936	
"	20	Rise	1 " 112	...	29	1,953	
"	49	Level	.....	...	8	1,953	
"	57	Fall	1 " 49	...	21	1,925	
"	78	"	1 " 99	...	15	1,915	
172	13	"	1 " 237	...	36	1,905	
"	49	Rise	1 " 41	...	25	1,945	
"	74	Level	.....	...	4	1,945	
"	78	Fall	1 " 57	...	39	1,905	
173	37	"	1 " 42	...	59	1,808	Jerrawa Creek.
174	16	Level	.....	...	15	1,808	
"	31	Rise	1 " 51	...	29	1,845	
"	60	Level	.....	...	11	1,845	
"	71	Rise	1 " 51	...	21	1,872	
175	12	Fall	1 " 231	...	21	1,866	
"	33	Rise	1 " 96	...	31	1,887	
"	64	Level	.....	...	16	1,887	Limestone Creek.
176	...	Rise	1 " 60	...	28	1,918	
"	28	"	1 " 50	...	21	1,946	
"	49	Level	.....	...	8	1,945	
"	57	Rise	1 " 45	...	19	1,973	
"	76	Level	.....	...	21	1,973	
177	17	Rise	1 " 50	...	17	1,996	
"	34	Level	.....	...	28	1,996	
"	62	Rise	1 " 53	...	43	2,049	
178	25	"	1 " 40	...	34	2,105	
"	59	"	1 " 100	...	32	2,126	
179	11	"	1 " 40	...	60	2,225	
"	71	Level	.....	...	5	2,225	Mundoonen Range.
"	76	Fall	1 " 40	...	117	2,032	
181	33	Level	.....	...	24	2,032	Manton's Creek.
"	57	Fall	1 " 125	...	36	2,013	
182	13	"	1 " 50	...	16	1,992	
"	29	"	1 " 43	...	28	1,949	
"	57	Level	.....	...	15	1,949	
"	72	Rise	1 " 89	...	23	1,966	
183	15	Fall	1 " 132	...	18	1,957	
"	33	"	1 " 84	...	28	1,935	
"	61	"	1 " 63	...	49	1,884	Yellow Creek.
184	30	Level	.....	...	12	1,884	
"	42	Fall	1 " 60	...	52	1,827	

GREAT SOUTHERN RAILWAY.—Gradients—continued.

Distance.		Rise or Fall	Gradient.	Length of Level or Gradient.		Height above H.W. Spring-tides to rail level.	Remarks.
Miles	Chains			Miles	Chains			Feet
185	14	Fall	1 in 140	...	32	1,812	
"	46	"	1 " 52	...	28	1,777	
"	74	Level .....	.....	...	21	1,777	
186	15	Fall	1 " 44	...	46	1,708	
"	61	Level .....	.....	...	20	1,708	
187	1	Fall	1 " 82	...	20	1,692	
"	21	Level .....	.....	...	6	1,692	
"	27	Rise	1 " 132	...	16	1,700	
"	43	Level .....	.....	...	3	1,700	
"	46	Fall	1 " 53	...	26	1,668	
"	72	"	1 " 105	...	32	1,648	
188	24	"	1 " 50	...	27	1,612	
"	51.30	Level .....	.....	...	9	1,612	Bango Creek.
"	61	Rise	1 " 50	...	55	1,685	
189	36	Level .....	.....	...	34	1,685	Burrowa Road.
"	70	Rise	1 " 73	...	33	1,714	

GREAT WESTERN RAILWAY.

Gradients from Bathurst to Orange, showing Mileage and Heights above H.W. Spring-tides at Sydney.

Distance.		Rise or Fall	Gradient.	Length of Level or Gradient.		Height above H.W. Spring-tides to rail level.	Remarks.
Miles	Chains			Miles	Chains			Feet
144	37.00	Rise	1 in 40	...	35.50	2,194	Mutton's Creek.
"	72.50	"	1 " 157	...	38.00	2,210	
145	30.50	Level .....	.....	...	21.00	2,210	Occupation Road.
"	51.50	Rise	1 " 132	...	20.00	2,220	
"	71.50	Level .....	.....	...	16.00	2,220	
146	7.50	Rise	1 " 100	...	14.00	2,229	
"	21.50	Level .....	.....	...	33.00	2,229	
"	54.50	Rise	1 " 100	...	42.00	2,237	
147	16.50	Level .....	.....	...	35.00	2,237	
"	51.50	Fall	1 " 66	...	7.00	2,250	
"	58.50	Level .....	.....	...	6.00	2,250	
"	64.50	Rise	1 " 40	...	30.00	2,299	
148	14.50	Level .....	.....	...	17.00	2,299	
"	31.50	Rise	1 " 40	...	41.00	2,367	Watercourse.
"	72.50	Level .....	.....	...	4.00	2,367	
"	76.50	Rise	1 " 66	...	23.00	2,390	Watercourse.
149	19.50	Level .....	.....	...	6.00	2,390	
"	25.50	Rise	1 " 60	...	31.00	2,424	Watercourse.
"	56.50	"	1 " 48	...	22.00	2,454	
"	78.50	Level .....	.....	...	10.00	2,454	
150	8.50	Rise	1 " 40	...	14.00	2,477	
"	22.50	Level .....	.....	...	7.00	2,477	
"	29.50	Rise	1 " 40	...	20.00	2,510	
"	49.50	"	1 " 80	...	20.00	2,527	
"	69.50	"	1 " 40	...	27.00	2,572	
151	16.50	Level .....	.....	...	7.00	2,572	
"	23.50	Fall	1 " 66	...	9.00	2,563	
"	32.50	Level .....	.....	...	45.00	2,563	
"	77.50	Rise	1 " 100	...	12.00	2,570	
152	9.50	Level .....	.....	...	9.00	2,570	
"	18.50	Fall	1 " 40	...	16.00	2,544	
"	34.50	Level .....	.....	...	12.00	2,544	
"	46.50	Fall	1 " 40	...	20.00	2,511	
"	66.50	Level .....	.....	...	3.00	2,511	
"	69.50	Rise	1 " 50	...	18.00	2,535	
153	7.50	Level .....	.....	...	28.00	2,535	
"	35.50	Rise	1 " 40	...	24.00	2,574	
"	59.50	Level .....	.....	...	4.00	2,574	
"	63.50	Rise	1 " 40	...	40.00	2,640	
154	23.50	Level .....	.....	...	4.00	2,640	
"	27.50	Fall	1 " 100	...	8.00	2,635	
"	35.50	Level .....	.....	...	4.00	2,635	
"	39.50	Rise	1 " 50	...	17.00	2,658	
"	56.50	Level .....	.....	...	10.00	2,658	
"	66.50	Rise	1 " 50	...	28.00	2,695	
155	14.50	Level .....	.....	...	6.00	2,695	
"	20.50	Rise	1 " 50	...	13.00	2,712	Cullarin Range.
"	33.50	Level .....	.....	...	13.00	2,712	
"	46.50	Rise	1 " 40	...	37.00	2,773	
156	3.50	Level .....	.....	...	6.00	2,273	
"	9.50	Fall	1 " 66	...	13.00	2,760	

GREAT WESTERN RAILWAY.—Gradients—continued.

Distance.		Rise or Fall.	Gradient.	Length of Level or Gradient.		Height above H.W. Spring-tides to rail level.	Remarks.
Miles	Chains			Miles	Chains			Feet
156	22:50	Level			39:00	2,760	
"	61:50	Rise	1 in 66		18:00	2,778	
"	79:50	Level			7:00	2,778	
157	6:50	Fall	1 " 66		8:00	2,770	
"	14:50	Level			13:00	2,770	
"	27:50	Fall	1 " 100		16:00	2,759	
"	43:50	Level			15:00	2,759	
"	58:50	Fall	1 " 66		28:00	2,731	
158	6:50	Level			11:00	2,731	
"	17:50	Rise	1 " 66		11:00	2,742	
"	28:50	Level			4:00	2,742	
"	32:50	Fall	1 " 66		10:00	2,732	
"	42:50	Level			4:00	2,732	
"	46:50	Rise	1 " 66		13:00	2,745	
"	59:50	Level			9:00	2,745	
"	68:50	Rise	1 " 50		24:00	2,777	
159	12:50	Level			10:00	2,777	
"	22:50	Rise	1 " 50		16:00	2,798	
"	38:50	Level			3:00	2,798	
"	41:50	Fall	1 " 80		10:00	2,790	
"	51:50	Level			3:00	2,790	
"	54:50	Rise	1 " 92		22:50	2,806	
"	77:00	"	1 " 40	1	29:00	2,986	
161	26:00	"	1 " 66		36:00	3,022	Fitzgerald's Mount.
"	62:00	Level			5:00	3,022	
"	67:00	Fall	1 " 90		9:00	3,015	
"	76:00	"	1 " 40		41:00	2,947	
162	37:00	"	1 " 132		9:00	2,943	
"	46:00	"	1 " 40		41:00	2,875	Back Creek.
163	7:00	Level			5:00	2,875	
"	12:00	Rise	1 " 66		15:00	2,890	
"	27:00	Level			4:00	2,890	
"	31:00	Fall	1 " 40	1	5:00	2,750	Reedy Creek.
164	36:00	Level			9:00	2,750	
"	45:00	Rise	1 " 40		48:00	2,829	
165	13:00	"	1 " 82		12:00	2,839	
"	25:00	Level			5:00	2,839	
"	30:00	Fall	1 " 91		25:00	2,821	
"	55:00	Level			4:00	2,821	
"	59:00	Rise	1 " 66		9:00	2,830	
"	68:00	"	1 " 220		10:00	2,833	
"	78:00	"	1 " 50		12:00	2,849	
166	10:00	Level			12:00	2,849	
"	22:00	Rise	1 " 50		23:00	2,879	
"	45:00	"	1 " 183		22:00	2,887	
"	67:00	"	1 " 50		40:00	2,940	
167	27:00	"	1 " 330		15:00	2,943	
"	42:00	"	1 " 100		26:00	2,960	
"	68:00	"	1 " 44		65:00	3,057	
168	53:00	Level			6:00	3,057	
"	59:00	Fall	1 " 50		39:00	3,006	
169	18:00	"	1 " 220		16:00	3,001	
"	34:00	"	1 " 82		42:00	2,968	
"	76:00	Level			29:00	2,968	Bathurst and Carcoar Road.
170	25:00	Fall	1 " 100		22:00	2,953	
"	47:00	Level			35:00	2,953	
171	2:00	Fall	1 " 66		49:00	2,904	Dungeon Creek.
"	51:00	Level			12:00	2,904	
"	63:00	Rise	1 " 660		23:00	2,906	
172	6:00	"	1 " 66		14:00	2,920	
"	20:00	Level			44:00	2,920	
"	64:00	Fall	1 " 132		22:00	2,909	
173	6:00	Level			26:00	2,909	
"	32:00	Rise	1 " 100		10:00	2,916	
"	42:00	Level			23:00	2,916	
"	65:00	Rise	1 " 100		14:00	2,925	
"	79:00	Level			12:00	2,925	
174	11:00	Rise	1 " 55		39:00	2,972	
"	50:00	Level			30:00	2,972	
175		Rise	1 " 80		14:00	2,983	
"	14:00	Level			13:00	2,883	
"	27:00	Rise	1 " 50		20:00	3,010	
"	47:00	"	1 " 44		24:00	3,046	
"	71:00	"	1 " 86		34:00	3,072	Pretty Plains Road (diverted).
176	25:00	"	1 " 40		28:00	3,118	
"	53:00	Level			7:00	3,118	
"	60:00	Fall	1 " 94		27:00	3,099	
177	7:00	Level			8:00	3,099	
"	15:00	Rise	1 " 145		22:00	3,109	
"	37:00	"	1 " 68		31:00	3,144	
"	68:00	Fall	1 " 132		17:00	3,135	Pretty Plains Road.
178	5:00	"	1 " 45		28:00	3,094	
"	33:00	"	1 " 115		21:00	3,082	
"	54:00	"	1 " 59		35:00	3,043	Road from Guyong to Blaney.
179	9:00	Level			30:00	3,043	

GREAT WESTERN RAILWAY.—Gradients—continued.

Distance.		Rise or Fall.	Gradient.	Length of Level or Gradient.		Height above H.W. Spring-tides to rail level.	Remarks.
Miles	Chains			Miles	Chains			Feet
179	39-00	Fall	1 in 78	...	19-00	3,027	Pretty Plains.
"	53-00	"	1 " 220	...	20-00	3,021	
"	78-00	"	1 " 106	...	24-00	3,006	
180	22-00	"	1 " 122	...	13-00	2,999	Road from Bathurst to Orange.
"	35-00	Level .....	.....	...	14-00	2,999
"	49-00	Rise	1 " 115	...	14-00	3,007	
"	63-00	Fall	1 " 57	...	20-00	2,984	
181	3-00	Level	5-00	2,984	Creek.
"	8-00	Rise	1 " 57	...	13-00	2,999	
"	21-00	"	1 " 108	...	23-00	3,013	
"	44-00	Level .....	.....	...	8-00	3,013
"	52-00	Fall	1 " 60	...	22-00	2,989	
"	74-00	Level .....	.....	...	5-00	2,989
"	79-00	Rise	1 " 51	...	25-00	3,021	
182	24-00	"	1 " 95	...	26-00	3,039	
"	50-00	Level .....	.....	...	9-00	3,039
"	59-00	Fall	1 " 116	...	37-00	3,018	
183	16-00	"	1 " 63	...	22-00	2,995	Gosling Creek.
"	38-00	Level .....	.....	...	7-00	2,995
"	45-00	Rise	1 " 46	...	25-00	3,031	
"	70-00	Level .....	.....	...	19-00	3,031
184	9-00	Fall	1 " 40	...	22-00	2,995	
"	31-00	Level .....	.....	...	4-00	2,995
"	35-00	Rise	1 " 60	...	10-00	3,006	
"	45-00	Level .....	.....	...	4-00	3,006
"	49-00	Fall	1 " 48	...	13-00	2,988	
"	62-00	Level .....	.....	...	6-00	2,988
"	68-00	Rise	1 " 82	...	10-00	2,996	
"	78-00	Level .....	.....	...	4-00	2,996
185	2-00	Fall	1 " 40	...	49-00	2,915	Gosling Creek.
"	51-00	"	1 " 154	...	7-00	2,912	
"	58-00	"	1 " 40	...	54-00	2,823	
186	32-00	Level .....	.....	...	4-00	2,833
"	36-00	Rise	1 " 53	...	30-00	2,860	
"	66-00	Level .....	.....	...	25-00	2,860
187	11-00	Rise	1 " 51	...	20-00	2,886	
"	31-00	Level .....	.....	...	4-00	2,886
"	35-00	Fall	1 " 79	...	12-00	2,876	
"	47-00	Level .....	.....	...	4-00	2,876
"	51-00	Rise	1 " 40	...	25-00	2,917	
"	76-00	Level .....	.....	...	3-00	2,917
"	79-00	Fall	1 " 50	...	19-00	2,892	
188	18-00	Level	8-00	2,892	Creek.
"	26-00	Rise	1 " 52	...	19-00	2,916	
"	45-00	"	1 " 97	...	22-00	2,931	
"	67-00	"	1 " 78	...	38-00	2,963	
189	25-00	Level	5-00	2,963	Great Western Road.
"	30-00	Fall	1 " 40	...	31-00	2,912	
"	61-00	"	1 " 110	...	15-00	2,903	
"	76-00	"	1 " 49	...	54-00	2,831	
190	50-00	Level	7-00	2,831	Road to Cemetery.
"	57-00	Fall	1 " 75	...	17-00	2,816	
"	74-00	Level .....	.....	...	14-00	2,816
191	8-00	March-street, Orange.

1870-71.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

EXTENSION OF RAILWAY TO ORANGE.

(PETITION—CERTAIN INHABITANTS OF TOWN AND DISTRICT OF ORANGE.)

Ordered by the Legislative Assembly to be Printed, 16 February, 1871.

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

The humble Petition of the undersigned Inhabitants of the Town and District of Orange and its neighbourhood,—

SHOWETH :—

That your Petitioners are deeply impressed with the vast importance to their district of railway communication with Bathurst and the metropolis, for the purpose of the development of its mineral and agricultural resources, as well as to the trading and agricultural community resident in such districts, and to the west in general.

That the continuation of the Great Western Railway from Bathurst would greatly relieve the inhabitants of the western districts from the difficulty they are labouring under through the production of wheat and other cereals being in excess of the local demand, while the present cost of carriage prevents its transport to Sydney, except under peculiar circumstances.

That the throwing open, and consequent selection of a vast area of land in this district has induced a large number of persons to settle on and cultivate the land, whilst through the want of railway communication they are unable to dispose of their produce.

That the number of selections taken up in this district since 1862 has been 943, and the number of acres selected 50,026. That in addition to this there are a large number of freeholders, making a total of nearly 100,000 acres, from 30,000 to 40,000 of which are under cultivation for wheat.

That the crop of wheat in this district has never been known entirely to fail, the district being free from excessive drought, and from any fear of floods. That the ordinary average of the wheat crop is 25 bushels to the acre, and in extraordinary seasons, which are of frequent occurrence, considerably more.

That the amount of wheat produced in this district this season, made on careful computation, was 650,000 bushels; and, as the amount required for local consumption is only 200,000 bushels, 450,000 bushels are thus left for export, and the amount is annually increasing as land is cleared for crops.

That notwithstanding the drawback from want of proper means of transit, a large quantity of wheat and flour has this year been sent to Sydney.

That the amount of tonnage now annually received in the town, and which passes through to towns further west, is 8,000 tons.

That Orange, being the most available depot for the western district, a large quantity of wool from the interior passes through the town; the amount dispatched by local merchants, received on consignment for transmission, in addition to the large quantity passed through in owners' teams, being about 2,500 tons. This amount would be largely increased with a railway at Orange, being the main point of the far west.

That estimating the traffic to and from Sydney and Orange on the present basis, and including the wheat available for export, 25,000 tons per year could be estimated as the amount for conveyance.

That the numerous rich copper mines in the district are languishing from the same cause; whereas, were it removed, numerous mines, in addition to those now in operation, would be opened and worked with great success. The traffic from this source, even if no new mines were opened, would amount to 2,000 tons annually.

That the situation and climate of Orange renders it eminently adapted as a depot for stock of all kinds, it having been demonstrated that up to this town sheep and cattle can be brought in the same condition as they leave the station, whilst from this they begin to deteriorate—rendering it eminently adapted for meat-preserving.

That viewing the rapid strides made during the past nine years, it may be safely assumed that a proportionate increase could be depended upon during the time the railway works were in progress, and that in every respect the extension would be an amply remunerative one.

That your Petitioners respectfully submit, that the great superiority of the Orange mineral and agricultural district, and the certainty of a continuous and increasing traffic along its route, entitles it to consideration.

That at a meeting of the inhabitants of the town and district of Orange, held at the Court House, Orange, on Monday, August 1st, 1870, resolutions in support of the foregoing views upon the subject of the extension of the Railway to Orange, and the great necessity for its adoption, were passed, and it was resolved that a Petition should be prepared and presented accordingly.

Your Petitioners therefore humbly pray that your Honorable House will take the premises into consideration.

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

[Here follow 1,020 Signatures.]

1870-71.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAYS AND TRAMWAYS.

(REPORT ON PROPOSED TRAMWAY FROM GOULBURN TO BRAIDWOOD OR QUEANBEYAN; WITH GENERAL REMARKS ON RAILWAYS FOR NEW SOUTH WALES.)

Ordered by the Legislative Assembly to be Printed, 8 February, 1871.

J. H. THOMAS, ESQ., to THE HONORABLE THE MINISTER FOR PUBLIC WORKS.

Railway Department,
Sydney, 21 December, 1870.

SIR,

In compliance with the instructions conveyed in your Minute, No. 70/4188, I have made a careful inspection of the Roads to Braidwood and Queanbeyan, with special reference to the proposed laying down of a horse-tramway from Goulburn to one or the other of those townships, in accordance with the evidence given by me before a Select Committee of the House last Session; and I now have the honor to submit the following Report:—

2. The first thing I directed my attention to was the selection of a suitable site in Goulburn as a terminus for the proposed tramway; and I found there was a piece of ground admirably adapted for the purpose, which is the property of the Commissioner for Railways, although not at present used for railway purposes. It is situated at the southern end of the station-yard, immediately opposite Mandelson's Hotel, and has a frontage of about 8 chains to Sloane-street, with a depth of about 3 chains,—a space amply sufficient for all requirements. The tramway could be brought on to this spot in a direct line from the Braidwood Road, and parallel to the rails of the Great Southern Railway, a covered platform being constructed between the two lines, fitted with cranes, for the ready transmission of the goods from the trucks of one to the other.

3. In the event, however, of the Great Southern Railway being extended beyond Goulburn, it will necessarily have to cross the Braidwood Road; the junction of the tramroad will then have to be shifted some little distance further south, on what is now the Glebe (*see* plan). The mere cost of removing the platform and cranes, however, would be so trifling that I do not think it is a matter for consideration whether the station should at once be placed on the spot it would have to be on the extension of the Great Southern Railway, unless it is intended to proceed with that work immediately.

4. The route I would suggest the tramroad should take to Braidwood is along the surveyed line of road *viâ* Terranna, Tarago, Boro, and Warri, and if laid to Queanbeyan *viâ* Terranna and Tarago, thence along what is known as the Tarago deviation to Bungendore, continuing along the main road to Molonglo Creek; after crossing which, by the surveyed deviation into Queanbeyan.

5. From Goulburn to the Tarago deviation, a distance of 22 miles 65 chains from the railway station, the road is common for both Braidwood and Queanbeyan. It is for all practical purposes comparatively level; the land on either side is alienated, fenced in, improved, and occupied by numerous settlers, and a large area is under cultivation. The only two places requiring bridges of any importance (that is, that would cost some £1,500 each if made for road and rail) are to cross the Mulwaree Ponds, one at Garoorigang, some 3 miles, and the other at Inveralochy, 14 miles 70 chains from Goulburn. At the former place the Road Department is erecting a substantial structure which might be taken advantage of, while at Inveralochy another might be built suitable for both the road and tramway, each department paying a share of the expense.

From Tarago Junction to Braidwood, *viâ* Boro and Warri, is a distance of 28 miles 73 chains; a large portion of the land on either side is alienated; the natural obstructions of any consequence are Reedy Creek (where a bridge is being erected by the Road Department that could be made available for the tramway), and the Shoalhaven River. The crossing of the latter would require a work of some magnitude, at a cost probably of not less than £8,000; but as a bridge must under any circumstances be erected at Warri, a portion of the expense of its construction should be borne by the Road Department; indeed I believe a sum of money has already been placed on the Estimates for this work; and, if it is intended to carry the tramroad to Braidwood, the amount should be increased, as the bridge, to be made available for both the tramway and road, would have to be widened. Although the gradients generally on this portion of the surveyed road are not too difficult to work by horse traction profitably, there are two or three places where it will be necessary to make slight deviations, especially at Doughboy's Hill, where much easier gradients can be obtained. There is an ample supply of stone for ballast, and timber for sleepers, along the whole line of road, and the police paddocks at Braidwood would be an excellent site for a station.

6. From the junction of the Goulburn Road to Queanbeyan is about 36 miles, and a large proportion of the land on either side of the road is alienated. The gradients are for the most part favourable, although in one or two places deviations would have to be made. Several bridges would be required; but the only one of importance, costing perhaps £2,000, would be over the Molonglo Creek; but all these, as on the line to Braidwood, being equally necessary for the ordinary road, the cost of their erection should be equitably divided between the two departments. There is both stone for ballast and timber for sleepers to be found in abundance along the line of route.

7. From Bungendore, which is 15 miles 18 chains from Queanbeyan, roads radiate to the more or less agricultural districts of Yass, Gundaroo, Collector, Warri, Boro, &c., &c. A station and produce receiving-shed should therefore be established in this township.

8. With regard to the question as to whether the Government should carry the tramway to Braidwood or Queanbeyan, I should strongly recommend that it be taken to the latter township; and my reasons for arriving at that conclusion are independent of any consideration of the two routes from an engineering point of view, but solely as to which would serve the best interests of the Great Southern Railway, and at the same time benefit the largest amount of country.

9. Braidwood is not a producing district (except gold). It is within 30 miles of the port of Nelligen, upon the road to which the Government have expended large sums of money to improve; and against this water-carriage, with freight from 20s. to 25s. per ton to Sydney, and short line of road, the locomotive and horse railways would not be able to compete.

10. Queanbeyan, on the other hand, is a producing district, has not the advantage of water-carriage; and the line, if carried there, would not only benefit Queanbeyan, Bungendore, and the surrounding districts, but open up a cheaper and better means of communication with the finest pastoral and richest mineral country in the Colony—the Maneroo; and the line might at some future time be carried on to Cooma, or even to Bombala, although to the latter township water-carriage *via* Merrimula and Twofold Bay would perhaps successfully compete with the railway.

11. As I stated before the Committee, the horse-railway could be laid on the side of the line of surveyed road, only making deviations where found necessary. The gauge I would propose is that of 3 feet, employing rails of from 25 to 27 lbs. to the yard, and of the section shown in plan, secured to one another by fish-plates, and to the sleepers by spikes.

I propose adopting this class of rail because I think it has special advantages; it would have a firm seat upon the sleepers without cast-iron chairs, which, if broken, could not be readily replaced, while the dogs or spikes for securing it to the sleeper could be made by any country blacksmith. It is of a shape to give the greatest strength with the least sectional area, and can easily be bent to curves.

12. With regard to the sleepers, there is no occasion to confine them to any particular class of timber that might necessitate long haulage and consequently great expense, but take the best adapted for the purpose which is to be found in the immediate vicinity, as their small size and facility of obtaining them would make the cost of renewals but trifling. The same may be said regarding the ballast.

13. A horse-railway such as I have described could, I feel convinced, be laid to either Braidwood or Queanbeyan for £1,500 per mile.

14. The success of such an undertaking as this does not so much depend upon the laying down of the line itself as upon the selection of a class of rolling stock best adapted for working it; and it is on this point therefore that the greatest care should be taken, every possible contingency taken into consideration, and the special wants of the district considered.

The Windsor and Richmond line, with its light permanent way, works, and engines, has been made a failure by running over it a class of rolling stock of the heaviest description, such as it was never designed to carry.

15. It is perhaps premature to recommend in this report the leasing of the tramway, but I attach such great importance to it that I venture to do so, feeling convinced that its success as a commercial undertaking entirely depends upon its being in private hands, as no Government Department could possibly work it with economy and profit. The stabling—the purchase of horses best adapted for the work, and the arranging them in stages according to the nature of the country,—the purchase of forage, &c., &c.—are all matters that could be better and more cheaply done by such firms as Cobb & Co., Woods, Shortland, & Co., and others. A Government officer having charge of such line would have no discretionary power given him; a fixed scale of rates would be issued, from which he could not deviate; nor do I see how it could safely be otherwise; he would have to charge the same to a man sending a ton as to one sending a thousand; whereas, if in the hands of private firms such as I have mentioned, they would be free to make any arrangements, and offer inducements to parties sending goods by this means. They would also have a *direct personal interest* both in obtaining freight and working the line as economically as possible. The Government should, however, fix a maximum scale of charges.

16. I would also recommend that the Government offer to any parties having properties adjacent to the road to lay in sidings to them at the cost price of doing so.

17. One objection raised to horse railways being laid along the roads in this Colony, where, for the most part, they are not formed, or even cleared of the timber, but mere bush tracks, is that it would be impossible to prevent bullock-drays, to avoid bad spots, pulling across the line, and in doing so injure it; but it must be remembered that when the rails are once laid, the whole of the heavy traffic would be taken off the road, and vehicles of a lighter description would do no damage. The objection, however, would hardly hold good in carrying the tramway to either Braidwood or Queanbeyan, as three-parts of either line of road is fenced in; and I have no doubt in the course of a year or two the entire length throughout will be.

18. A short Act would have to be passed, to prevent injury to the line, and empower Government to take land where found necessary for making deviations, or for station purposes.

19. As I feel that my opinion was not clearly understood upon the matter when before the Committee for Railway Extension, I will avail myself of this opportunity to make a few remarks upon the subject of railways generally, as applicable to this Colony.

20. In projecting a system of railways for a country like this, twice the size of France, with a population scattered over it equal only to a large European city, the greater portion of which is engaged in either mining, pastoral, or agricultural pursuits, the questions one naturally asks are,—What are their requirements as regards internal communication? Do they require to bring their produce to market, or receive their stores from the capital, at the rate of 25 miles an hour? Are those engaged in such pursuits a travelling population? Is their time generally of such importance to them as to necessitate, when they do travel, rapid communication from one place to another? And can such a sparse population, spread over so great an area, afford to pay for such, even if it is required? If these questions can be answered in the affirmative, then arrangements should be made for supplying them with first-class locomotive railways throughout the length and breadth of the country, such as are now laid down to Goulburn, Bathurst, and Murrurundi.

21. I feel, however, convinced that the country neither wants nor can it afford to pay for such a system; that it is not necessary to carry agricultural produce, wool, and stores, at 25 miles an hour, and that there are very few colonists whose time is so precious that a third of that speed will not suffice; but what is wanted is a cheap and *certain* mode of communication, such as would be afforded by either horse-tramways or a light locomotive railway. “The carriage of merchandise and produce (says Mr. Corbett, on railway economy in Victoria) is much more important than that of passengers—that we should endeavour to make whatever capital we can afford to expend give us a great extent of goods-carriage, rather than a small amount of quick passenger-traffic—we want railways chiefly for the carriage of products, because we have no roads or inland navigation. The carriage of goods is the first necessity, inasmuch as travellers can move themselves, or ride, or go in light vehicles which are not much affected by minor obstacles.”

22. Yet at the present time on our existing lines of railway we are keeping up a costly plant of rolling stock, and expensive staff on the permanent way and traffic branches, to enable goods being carried at the rate I have named; for if we set aside the suburban traffic, the number of passengers that travel by rail is ridiculously small, and the result is that it does not pay, but is costing the country £514 a year for every mile of railway line open for traffic.

23. It is now I believe some twenty years since railways were commenced here; yet if we glance at a map of the Colony with the existing lines upon it, we shall be struck with astonishment to find, after an expenditure of nearly £7,000,000, to construct 402 miles of railway, S., W., and N., what a comparatively short distance we have penetrated into the interior. This it must be admitted is not a very satisfactory state of things; and if we are to wait for the country being “opened up” by this slow and expensive process, we shall not only have to wait a long time, but plunge the country into such a debt as it will be found difficult to extricate it from.

24. A horse tramway or light railway can not only be *constructed*, but *maintained* at a less cost than a common road. Indeed in some parts of the Colony, such as Riverina (a district as large as France), macadamized roads cannot be made at all, owing to the absence of blue metal or any kind of stone suitable for ballasting. The great advantage of the tram over the ordinary road will be best understood from the well known fact that a horse drawing on a railway, as compared with his execution on the best made English turnpike road, is as 7·5 to 1, or in other words, that as much may be transported by two horses on the former as with fifteen on the latter. If this is the gain on English-made roads, how much more so will it be on ours, which for the most part are incompletely formed?

25. Mr. E. O. Moriarty, in writing upon the relative advantages of horse railways and common roads, says:—

“The first cost of a light horse-railway is less than half that of a macadamized road, and when constructed the annual cost for maintenance on the former would not be one quarter as much as on the latter; and the cost for the conveyance of goods will not exceed one-tenth of the amount it would be on the road.

“Another advantage of this system is that, if the traffic on the line should increase as the country gets ‘opened up,’ and that afterwards it should become desirable to do so, the lower portions of the line, or those nearest the seaports, may be gradually improved, so as to fit them for locomotives; heavier rails may be laid down, and the light ones taken up and removed further into the interior, to be used there until they shall be again supplanted by the locomotive.

“By following this plan, I feel quite sure that the country might be intersected by hundreds of miles of horse-railways, in much less time and at less cost than it would take to construct thirty miles of locomotive line.”

26. It has often been said that in America and other places where cheap railways have been constructed, that after some years it was found necessary to take them all up again, and substitute more substantial works. This is to a certain extent true; but it is also true that before this was done their work had been accomplished, large centres of population established, and the country put in a position to pay for the more expensive lines. No one would advocate the erection of large and expensive buildings in the founding of a new colony, merely because in Sydney and other colonial cities the primitive structures are now giving way to buildings of more architectural pretensions; and, as a writer on this subject remarked, without its cheap railroads, America would not have stood in its present position in the race of progress. The great highway to the far West would not have been opened up as it is to the march of the immigrant population. These cheap railroads have been the means of creating, in many instances, the traffic which now necessitates their reconstruction. Had the Americans adopted the policy of contenting themselves with common roads till they could afford to make first-class railroads, they might in many localities have been waiting still.

27. Let those who will hear of nothing but first-class locomotive lines being made for this Colony, on the same principle as those constructed in England, and who fail to perceive the vast difference between the requirements of this Colony and the Mother Country—that the one has a dense mercantile manufacturing population of some 30,000,000 within an area of 122,000 square miles, while the other has but a small pastoral and agricultural population of about 400,000 scattered over an area more than twice the size of the United Kingdom of Great Britain—consider that even in England they are upon the threshold of quite a new era of engineering in this respect; that they feel even there that in many places a much cheaper class of railways would have been amply sufficient to meet all their requirements; and that during the Session of 1870 the number of Tramway Bills alone deposited in the House of Commons was

twenty-four;

twenty-four; and that at the present time, in several districts, a cheaper class of locomotive railways are being constructed; the share capital of these schemes being over £3,000,000, and the borrowed money more than £800,000. These Bills propose altogether about 450 miles of tramway to be laid in England, 58 miles in Scotland, and 11 miles in Ireland.

28. In a paper read before the Civil and Mechanical Engineers' Society, in London, on the 22nd March of this year, by the Vice-President, Mr. G. J. Crosbie Dawson, Asste. Ins. C.E., he says,—

"There are many outlying small towns, villages, and districts, spread over the country, now far removed from any railway station, where even very cheaply constructed surface light railways to connect them with the railway system of the country would not pay; but where tramways laid along the side of turnpike and public roads, with steam omnibuses, as proposed by Mr. Fairlie, Mr. Page, or Mr. Thompson, of Edinburgh, to ply on them, or with horse power, they would prove successful. Many turnpike roads, especially in populous districts and near towns, have houses built on each side more or less continuous—sometimes for miles together; and of course any railway in the neighbourhood would be carried across fields out of the road, and, however near together the stations might be, the population could not possibly be accommodated so well as by omnibuses running on tramways laid on the side of the turnpike road, which would take up passengers wherever required along the line of route.

"Our turnpike roads made by Telford, M'Adam, and other skilful engineers, which, throughout the country, are excellent, and on which vast sums of money have been expended by the last generation, would now again be thoroughly utilized, as they were in the old coaching days, forty years ago.

"I venture to prophecy that before many years are gone by we shall have tramways for horse-power, at any rate, laid along the greater part of our turnpike roads, and they undoubtedly will prove remunerative. In England alone there are 22,000 miles of turnpike road, saying nothing of highways and parish roads. The weight of the passengers, &c., carried will be as great as the vehicle, instead of the vehicle weighing many times as much as the load. Tramways will also be of the greatest convenience to a very large portion of our population, and prove extensive feeders to our railways."

If then horse tramways and light locomotive lines of railway are being projected in a country where there are good roads and population to use them, surely they would be found amply sufficient to meet all our requirements for years to come in this Colony, which is covered for the most part with but mere bush tracks.

29. In a pamphlet on Roads, Railways, and Canals in India, by Mr. T. Login, there are many useful suggestions connected with light railways. Mr. Login, writing upon roads, their construction and maintenance, states:—"Portions of the Grand Trunk Road are actually costing more to keep in repair than a line of railway; the latter being about 100 rupees a month per mile, while portions of the Grand Trunk Road are costing 120 rupees a month per mile. With such an enormous expenditure, therefore, increasing year after year, a time must soon be reached when all the available money will be swallowed up in repairs, unless some other means be devised for facilitating the traffic, which is daily increasing."

30. After collecting data and going carefully into the matter, Mr. Login arrived at the conclusion that it is cheaper for Government to send all the traffic by rail freight free than to keep up metalled roads for its transport.

31. In this Colony we are in a somewhat similar position. Yearly we are paying large sums for the forming and maintaining of our roads, which, if expended on light railways or horse tramways, would very soon cover the country with a cheap and expeditiously laid mode of conveyance, quite sufficient to meet all our requirements for years to come.

32. A reviewer of the pamphlet I have referred to, in a late number of the *Delhi Gazette*, says—"It is evident that light railways, as recommended by Sir Macdonald Stephenson, would be preferable to roads. These, and all district roads that may be made, should run at right angles to, and not parallel with, the great railways and canals; thus they would act as feeders for the great lines of communication, and should be as numerous as possible."

33. While I admit that horse-tramways would be a great improvement over the common roads, and hundreds of miles might be constructed that would act admirably as feeders to the existing railways, yet, as we now have some 400 miles of first-class locomotive lines, I am of opinion that, for our main arteries of communication, it would be better to adopt a light narrow-gauge locomotive line, similar to the Broelthal Valley Railway in Germany (2 ft. 7 in. gauge); the Festiniog Line in North Wales (1 ft. 11½ in. gauge); or that recently constructed in Norway, having a gauge of 3 feet, which I think is better than that of the former two.

34. The route that these main arteries should take ought at once to be decided upon; the land, which now for the most part belongs to the Crown, reserved from sale, and lithographic plans published with them, distinctly marked, in order that those seeking to purchase may select spots where they may be sure that, sooner or later, their improvements will be brought within the great railway system of the Colony.

35. In the surveys for these lines a route should be selected having in view the probability that at some future time (although I think it will not be for many years) they might be replaced gradually by railways such as we have at present, as the country increases in wealth and prosperity.

36. It will be asked, however, whether, seeing that it is ultimately intended to replace such a line, would it not be more economical to continue on at once with the same class of railway as at present? In an engineering sense it would be, but to a politician or financier it would not; as the present use of money may be of such importance that it would be much better to construct a line now at £3,000 that would be equal to all our requirements, but that would have to be replaced by one of £9,000 at the end (say) of twenty years, than to construct the more expensive line at once, and be paying interest that would more than double the capital in that time upon a line capable of doing ten times the work required. Besides, where so much is to be done—when all parts of the country are in want of means of transit—not to make the funds available go as far as possible is a great national detriment, and an injustice to the more distant places, which must necessarily receive railway communication so much later as the works are made more expensive; and, as a writer on this subject (Mr. Corbett) observes:—"Let us, therefore, while we adopt every mechanical improvement of an economical character in the construction and working of our railways, eschew the system of burying all our resources in a few model lines, but rather endeavour to afford every district a share of the great advantages which railways confer, by spreading them as widely as possible; and the economy of them will rapidly enrich each place, and so increase its wealth and power

of expenditure that the portion it will be called upon to contribute towards renewals and improvements will be a very trifling burden upon it. If we were to take away the entire of men's capital for the sake of making railways everlasting, we would deprive them of the means of turning the latter to account; but if we allow them to retain a portion of the capital and make the railways of no more than moderate durability, we not only leave them the power of renewal, but, owing to the benefits conferred by a good system of transit, we augment it."

37. The break of gauge that you would have is another objection that may be urged. The evils attending a break of gauge, as obstructive to the national traffic, in a country with a net-work of some 30,000 miles of line, like in England, would be intolerable; but here, where at most for years to come two or three trains a day will be sufficient to meet the requirements of the traffic, with proper mechanical contrivances for transshipping the goods, no inconvenience would be felt.

38. I have said, generally, in this report, that a system of cheap narrow-gauge locomotive lines, such as have been constructed in other countries, and can be here for from £3,000 to £3,500 per mile, would meet all the requirements of the traffic in this country for years to come, without entering into details regarding them; but as the success of such undertakings very often greatly depends upon some detail connected with their working, or the suitability of the rolling stock employed, I would submit that, should it be determined by the Government to carry out any such system, that, previous to doing so, an officer should be sent to inspect such lines of this description as have been lately constructed in Europe, with a view of selecting from each such portions as are best adapted to meet the wants of the Colony; and the officer charged with such an undertaking should be superior to any little feeling, and above patronizing one system above another, excepting on the grounds of its own merits, seeing that the best interests of the country depend upon his faithfully performing his duty in this respect.

I have, &c.,

JAS. HY. THOMAS.

NOTE.—I desire to acknowledge the great courtesy shown to me by the Surveyor General, Mr. Twynam, and other officers of the Survey Department, in placing at my service all the plans of the various roads, as well as rendering me all the information in their power regarding the district.

1870-71.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAYS.

(VOUCHERS AND CORRESPONDENCE RELATIVE TO No. 6 CONTRACT, GREAT WESTERN LINE.)

Ordered by the Legislative Assembly to be Printed, 14 March, 1871.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated the 14th February, 1871, That there be laid upon the Table of this House,—

“Copies of all Vouchers and Correspondence between the Government and other persons relative to the performance and completion of, and payment for, No. 6 Contract, Great Western Railway Line, from 1st August, 1869.”

(Mr. Garrett.)

SCHEDULE.

Analysis of papers in reference to No. 6 Contract, Great Western Railway.

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2. Commissioner's Minute—to write G. M'Cauley to that effect. 30/12/69	2
3. Letter to G. M'Cauley. 31/12/69	2
4. Letter from G. M'Cauley in reply. 6/1/70	2
5. Minute of Commissioner forwarding M'Cauley's reply to the Engineer-in-Chief. 15/1/70	2
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8. Commissioner to Crown Solicitor, respecting transfer of contract from G. M'Cauley to G. Forrester. 4/1/70	3
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10. Commissioner's Minute—that all notices be served on G. Forrester as well as G. M'Cauley. 15/1/70	6
11. Letter to G. Forrester—to explain cause of delay in completion of contract. 17/1/70	6
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18. Letter to G. Forrester (as assignee) to that effect. 31/1/70	8
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33. Deane & Deane, requesting final measurement to be made. 22/9/70	14
34. Commissioner, in reply thereto. 28/9/70	14
35. Geo. M'Cauley's caveat against payment of moneys to G. Forrester. 23/11/70	14
36. Geo. M'Cauley—that he has commenced an action against G. Forrester. 28/11/70	15
37. Crown Solicitor, forwarding bond entered into by Mr. Neale and Mr. G. Forrester, to indemnify the Commissioner. 5/12/70	15
38. Solicitor General's opinion as to transfer to G. Forrester. 25/11/70	15
39. Bond of indemnity	15
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Papers respecting R. Forster's claim against Geo. Forrester,—Contract 6, Great Northern Railway.

1A. Letter from R. Forster, solicitor, stating that Geo. Forrester owed R. Forster (sub-contractor) £408 8s. 21/11/70	19
2A. Letter from R. Forster, solicitor, enclosing copy of account due to R. Forster, contractor, and claiming protection. 24/11/70	19
Mr. Neale, agreeing to pay. 30/11/70	19
3A. Letter to R. Forster, solicitor, informing him of Mr. Neale's agreement. 3/12/70	19
4A. Account rendered—£408 16s.	20

RAILWAYS.

No. 1.

ENGINEER-IN-CHIEF TO THE COMMISSIONER FOR RAILWAYS.

Department of Public Works,
Railway Branch, Engineer's Office,
Sydney, 28 December, 1869.

Minute-paper—Contracts Nos. 5 and 6, G.W.R.

THE progress of the works on Contracts Nos. 5 and 6 of the Western Railway is so unsatisfactory that I feel I have no course open to me but to recommend that both contracts be cancelled.

I have given repeated notices both to Mr. Higgins and Mr. M'Cauley, but have entirely failed in obtaining from them any satisfactory assurance that the works will be completed in a reasonable time; I am therefore compelled, and I do so with the greatest reluctance, to ask the Commissioner to cancel these contracts.

On Contract No. 6 no permanent-way has yet been laid, nor do I see any probability of this length being completed for some considerable time.

JOHN WHITTON.

No. 2.

COMMISSIONER'S MINUTE.

Department of Public Works,
Sydney, 30 December, 1869.

MY attention having been called to the unsatisfactory progress of the works on Contracts Nos. 5 and 6 of the Western Railway, inform Mr. Higgins and Mr. M'Cauley, the contractors, that I am considering the propriety of cancelling their contracts, under the 12th clause of the general conditions; but before coming to a final decision, I wish to afford them an opportunity of explaining the cause of the delay that has occurred.

J.S.

Letter to Mr. A. M'Cauley, 31/12/69.

No. 3.

THE COMMISSIONER FOR RAILWAYS TO MR. G. M'CAULEY.

Department of Public Works,
Railway Branch,
Sydney, 31 December, 1869.

SIR,

My attention having been called to the unsatisfactory progress of the works on your contract, No. 6, Great Western Railway, I have the honor to inform you that I am considering the propriety of cancelling the contract, under the 12th clause of the general conditions.

2. Before, however, coming to a final decision, I desire to afford you an opportunity of explaining the cause of the delay that has occurred.

I have, &c.,

JOHN SUTHERLAND,
Commissioner for Railways.

No. 4.

MR. G. M'CAULEY TO THE MINISTER FOR PUBLIC WORKS.

Sydney, 6 January, 1870.

SIR,

In reply to your letter dated 31st December, I do myself the honor to state, with regard to No. 6 section of the G. W. R., that with a slight exception all the bottom ballast is down, and all the top to the right gauge ready for spreading.

Inability to get good local timber for sleepers, and the scanty and peculiar character of the various bushes for iron-bark near to the Penrith district, has rendered it very difficult to get the said kind of material; but great exertions have, and are now being made, to make a satisfactory progress to the final completion of same.

I have, &c.,

GEORGE M'CAULEY.

No. 5.

MINUTE OF COMMISSIONER FOR RAILWAYS.

MR. M'Cauley's reply herewith to Commissioner's letter, requesting him to show cause why contract should not be cancelled, may be forwarded to Mr. Whitton for report.—B.C., 15/1/70, J.R.

No. 6.

3

No. 6.

ENGINEER-IN-CHIEF to THE COMMISSIONER.

My remarks on Mr. Higgins' letter on the same subject will apply to Mr. M'Cauley.

I believe that every exertion is now being made to procure sleepers; and probably the infliction of the penalties provided for this contract, and now amounting to £10,000, will be a better course than that of cancelling the contract.—J.W., 19/1/70.

No. 7.

ENGINEER-IN-CHIEF to COMMISSIONER.

THE sole difficulty in this matter has been sleepers, and Mr. Higgins' letter simply points out that he neglected to make proper provision for a continuous supply, although I believe that now he is using every exertion to procure them.

The Railway Department called for a supply of sleepers, which were urgently required for relaying the Parramatta line, but at a time when Mr. Higgins' contract should have been completed.

If proper arrangements had been made for sleepers, this contract might have been finished in June last; and although the difficulty of procuring sleepers might not have been foreseen, the delay which has taken place is not only extremely vexatious, but a great pecuniary loss to the Colony.

I do not know if the contract were cancelled that the permanent way could be finished in less time than stated by Mr. Higgins (five weeks); and the Commissioner may therefore consider whether the infliction of the penalties for the non-fulfilment of the contract, amounting at the present time to about £12,000, would not be a preferable course to that of cancelling the contract.—J.W., 19/1/70.

No. 8.

THE COMMISSIONER FOR RAILWAYS to THE CROWN SOLICITOR.

Department of Public Works,
Railway Branch,
Sydney, 4 January, 1870.

SIR,

On the 1st October last, Mr. Jackson, of your department, brought to this office, for my signature, a deed transferring Mr. G. M'Cauley's contract, No. 6, G.W. Railway, to Mr. George Forrester, and it is thought, to Mr. Andrew M'Kenzie.

2. The transfer was signed by me, and Mr. Jackson took the document away with him. A note of this fact was taken at the time by the Chief Clerk.

3. This deed is now required, as action is to be taken thereupon, and I shall feel obliged if you will forward it to me the first thing to-morrow morning.

I have, &c.,

JOHN SUTHERLAND,
Commissioner for Railways.

No. 9.

THE CROWN SOLICITOR to THE COMMISSIONER FOR RAILWAYS.

Crown Solicitor's Office,
Sydney, 13 January, 1870.

SIR,

I have the honor to acknowledge the receipt of your letter of the 4th instant, in which you request that I will forward to you the deed of assignment to Mr. George Forrester of Mr. M'Cauley's contract, No. 6, Great Western Railway, and to state that such deed is not in my possession, but in that of Mr. Deane, Mr. Forrester's solicitor. I, however, have had a copy of such deed made, and I now send it to you herewith.

I have, &c.,

JOHN WILLIAMS,
Crown Solicitor.

No. 9½.

ASSIGNMENT OF CONTRACT.

THIS Indenture made the first day of October in the year of our Lord one thousand eight hundred and sixty-nine between George M'Cauley of Darlinghurst near Sydney in the Colony of New South Wales contractor of the first part the Commissioner for Railways in the said Colony a corporation sole created by the Act of Council passed in the twenty-second year of the reign of Her Majesty Queen Victoria number nineteen of the second part and George Forrester of Sydney aforesaid squatter and grazier of the third part Whereas one James M'Kenzie by certain articles of agreement under seal bearing date the day of one thousand eight hundred and sixty-seven contracted and agreed with the Commissioner for Railways aforesaid to provide all materials (except as in the specification to the said agreement annexed is mentioned) labour scaffolding and every other thing requisite and necessary for the full and proper completion of a single line of railway (as an extension of the Great Western Railway from Penrith to Bathurst) commencing at Piper's Flat at ninety-one miles and two chains marked on the working plan and section and terminating at ninety-seven miles eight chains at Rydal being a length of six miles

miles and six chains. And whereas the said James M'Kenzie entered upon the construction of the said works and performed a small portion thereof but made default in proceeding therewith and abandoned the same and his estate has since been placed under sequestration as insolvent. And whereas by articles of agreement bearing date the eleventh day of May one thousand eight hundred and sixty-eight and made between the said George M'Cauley of the one part and the Commissioner for Railways of the other part reciting as hereinbefore is recited and that the Commissioner for Railways had called for tenders for the completion of the said railway extension and of such other works as were set out in the specification to the now reciting articles of agreement annexed marked "A" or in the plans or drawings therein referred to and to the general conditions thereto annexed marked "B". And that the said George M'Cauley had forwarded to the Commissioner for Railways the tender thereto annexed marked with the letter "C" to execute the whole of the works and find all labour materials (excepting permanent-way materials) scaffolding and workmanship required in the construction and completion of the said works at and for the prices set out in the said tender. And that the Commissioner for Railways had accepted the said tender upon condition of the said George M'Cauley entering into the now reciting presents and giving the bond herein after recited. It was witnessed that the said George M'Cauley did thereby covenant promise and agree with and to the Commissioner for Railways aforesaid to find and provide all materials (excepting such as were in the said specification thereto annexed specified to be provided by the said Commissioner labour scaffolding tools implements and every other thing requisite and necessary for the full and proper completion of the several works required in the construction and completion of the said single line of railway hereinbefore particularly mentioned in accordance with the said specification marked "A". And it was thereby also agreed that the said works should be completed and finished in all things on or before the thirty-first day of March last. And whereas by a certain bond bearing date the eleventh day of May one thousand eight hundred and sixty-eight the said George M'Cauley and the said George Forrester and Andrew M'Kenzie therein described as his sureties became jointly and severally bound unto the Commissioner for Railways in the penal sum of three thousand pounds sterling with a condition thereunder written making void the same on the due completion and performance of the several works specified in the before recited articles of agreement of eleventh May one thousand eight hundred and sixty-eight. And whereas by memorandum of agreement bearing date the twenty-second day of April one thousand eight hundred and sixty-nine and made between the Commissioner for Railways of the one part and the said George M'Cauley George Forrester and Andrew M'Kenzie of the other part the time for the completion of the said works was extended until the thirty-first day of August last. And whereas the said George M'Cauley has only partly performed the said works and is now unable to proceed with and to complete the same. And whereas the said George M'Cauley is indebted to the said George Forrester in the sum of four thousand five hundred and fifty pounds for moneys advanced to the said George M'Cauley to carry on the said works and the said George M'Cauley is also indebted to several persons for wages in connection with the said work to the sum of one thousand two hundred pounds or thereabouts and the said George M'Cauley hath requested the said George Forrester to complete the said work and pay the said wages which he has agreed to do upon the said before recited articles of agreement of eleventh May one thousand eight hundred and sixty-eight and all moneys due and to become due thereunder and all railway and other plant materials and things used in connection therewith and all benefit and advantage derivable thereunder being assigned to him in consideration of the said debt or sum of four thousand five hundred and fifty pounds now due and owing by the said George M'Cauley to the said George Forrester which the said George M'Cauley doth hereby admit and also in consideration of the sum of one thousand two hundred pounds or thereabouts now to be advanced by the said George Forrester to the said George M'Cauley to pay the said wages due in connection with the said works. And whereas at the request of the said George M'Cauley and the said George Forrester the Commissioner for Railways hath consented to such assignment being made upon the express understanding and condition that this assignment and his consenting hereto shall not be considered as a waiver of any breach or breaches of contract heretofore committed by them or as in any way limiting or affecting the right of the Commissioner for Railways or his successors to proceed now or at any time hereafter should he or they in his or their discretion think fit so to do against the said George M'Cauley under the said articles of agreement or against the said George M'Cauley and George Forrester or either of them under the said recited bond for or by reason of any breach or breaches of the said articles of agreement or of the clauses provisoes stipulations or agreements in the specification and general conditions therein mentioned or to the Commissioner for Railways or his successors proceeding to take possession of the said works or to exercise all or any of the powers given to him by the said articles of agreement specification and general conditions or any of them. And upon the said George M'Cauley and George Forrester also agreeing in consideration of the Commissioner for Railways so consenting as aforesaid that their liability to the Commissioner for Railways under the said recited bond shall not be in any way released waived or in any way affected by these presents or anything herein contained or by the said Andrew M'Kenzie not consenting hereto. Now this Indenture witnesseth that in pursuance of the said agreement and in consideration of the said sum of four thousand five hundred and fifty pounds being so due and owing as aforesaid and of the present advance of one thousand two hundred pounds on the execution hereof paid by the said George Forrester to the said George M'Cauley (the receipt whereof is hereby acknowledged) and in consideration of the premises he the said George M'Cauley doth with the consent of the Commissioner for Railways (testified by the Commissioner for Railways being a party to and executing these presents) hereby assign transfer and set over unto the said George Forrester his executors administrators and assigns All those the said recited articles of agreement of eleventh May one thousand eight hundred and sixty-eight. And also all sum and sums of money debts and dues now due and payable or which may at any time hereafter become due and payable thereunder to the said George M'Cauley by the Commissioner for Railways or any other person or persons body or bodies corporate or politic whatsoever. And also all railways and other plant implements tools scaffolding materials and things now or at any time heretofore used by the said George M'Cauley in connection with the said works mentioned and specified in the said articles of agreement or now or at any time hereafter being at or upon the before-mentioned railway extension. And all the right title interest benefit advantage claim and demand of the said George M'Cauley of in and to the same respectively and every part thereof respectively. To have hold receive and take the said articles of agreement sum and sums of money debts dues railway and other plant implements tools scaffolding materials things and premises hereinbefore expressed to be hereby assigned unto the said George Forrester his executors administrators and assigns for his and their own proper use and benefit. And the said George M'Cauley for himself his heirs executors and administrators hereby covenants with the said George Forrester his executors administrators and assigns in manner following that is to say—That for and notwithstanding any matter or thing by him done or knowingly omitted or suffered to the contrary the said recited articles of agreement is a good and valid agreement and not in anywise forfeited surrendered or otherwise made void. And that he the said George M'Cauley now hath full power and lawful authority except as appears hereby to assign and assure the said recited articles of agreement and also the said hereby assigned sum and sums of money debts dues railway and other plant materials things and premises and every of them unto the said George Forrester his executors administrators and assigns in manner aforesaid free from all incumbrances whatsoever. And that the said George M'Cauley his executors or administrators shall not nor will receive compound incumber or prejudice the said articles of agreement sum and sums of money debts dues railway and other plant materials things and premises or any of them. And further that the said George M'Cauley his executors and administrators shall and will at the request of the said George Forrester his executors administrators or assigns but at the cost of the said George M'Cauley his heirs executors or administrators make do and execute all such further and other lawful acts deeds assignments and assurances in the law for the better enabling him the said George Forrester his executors administrators and assigns to perform carry out recover receive and take possession of the said articles of agreement sum and sums of money debts dues railway

railway and other plant materials things and premises hereby assigned respectively or any part or parts thereof respectively as by the said George Forrester his executors administrators or assigns shall be reasonably required And for the purpose of more effectually enabling the said George Forrester his executors administrators and assigns to carry into effect these presents the said George M'Cauley hereby constitutes the said George Forrester his executors administrators and assigns his attorney and attorneys irrevocable and doth give and grant to him his executors administrators and assigns full power and authority in his name or in the names of his executors or administrators or in the name or names of the said George Forrester his executors administrators or assigns but to the only proper use and behoof of the said George Forrester his executors administrators and assigns to ask demand sue for recover receive compound acquit release and discharge the said sum and sums of money debts and dues now or at any time hereafter to become due and payable to the said George M'Cauley his executors or administrators under or by virtue of the said hereby assigned articles of agreement from the Commissioner for Railways or any other person or persons body or bodies corporate or politic and upon receipt of the same or any part thereof acquittance or proper discharges to make and give And also to carry into effect and perform the said hereby assigned articles of agreement And to carry on do execute perform and finish the said several works and things therein particularly mentioned and specified And also to seize take retain and keep possession of the said railway and other plant materials and things hereby assigned And also one or more attorneys under the said George Forrester his executors administrators or assigns for all or any of the purposes aforesaid to appoint as occasion may serve And generally in his name or in the name of his executors or administrators or in the name or names of the said George Forrester his executors administrators or assigns to make do perform and execute all and every such further and other acts matters and things touching or concerning the premises as to the said George Forrester his executors administrators or assigns shall seem requisite and that as fully and effectually as the said George M'Cauley his executors or administrators could do And the said George Forrester for himself his heirs executors and administrators hereby covenants with the said George M'Cauley his heirs executors and administrators and the Commissioner for Railways his successors and assigns That he the said George Forrester shall and will well and truly perform observe and keep all and every the covenants agreements provisoes and conditions respectively which are mentioned and contained in the said hereby assigned articles of agreement which are capable of being performed or observed Provided always and the said George M'Cauley and George Forrester do and each of them doth hereby declare with and to the Commissioner for Railways that this assignment and his consenting hereto shall not be considered as a waiver of any breach or breaches of contract heretofore committed by them or as in any way limiting or affecting the right of the Commissioner for Railways or his successors to proceed now or at any time hereafter should he or they in his or their discretion think fit so to do against the said George M'Cauley under the said articles of agreement or against the said George M'Cauley and George Forrester or either of them under the said recited bond for or by reason of any breach or breaches of the said articles of agreement or of the clauses provisoes stipulations or agreements in the specification and general conditions therein mentioned or to the Commissioner for Railways or his successors proceeding to take possession of the said works or to exercise all or any of the powers given to him by the said articles of agreement specification and general conditions or any of them And that the liability of the said George M'Cauley and George Forrester and each of them to the Commissioner for Railways under the said recited bond shall not be in any way released waived or in any way affected by these presents or anything herein contained in any manner howsoever or by reason of the said Andrew M'Kenzie not consenting hereto.

In witness whereof the said parties to these presents have hereunto set their hands and affixed their seals the day and year first above written.

Signed sealed and delivered by the said George M'Cauley }
in the presence of—

WILLIAM DEANE,
Solicitor, Sydney.

GEO. M'CAULEY.

The seal of the Commissioner for Railways was affixed }
hereto at Sydney in the presence of—

JOHN RAE.

JOHN SUTHERLAND.

Signed sealed and delivered by the said George Forrester }
in the presence of—

WILLIAM DEANE.

GEORGE FORRESTER.

In the Colony of New South Wales.

I, George Forrester, of Randwick, near Sydney, in the Colony of New South Wales, gentleman, do solemnly and sincerely declare that the value of the railway plant and other implements mentioned in a certain indenture of assignment bearing date the first day of October, A.D. 1869, and made between the parties thereto (viz., George M'Cauley of the first part, the Commissioner for Railways of the second part, and myself of the third part), was not more than four hundred pounds at the time of the date of the said deed.

And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of an Act made and passed in the ninth year of the reign of Her present Majesty, intituled, "*An Act for the effectual abolition of Oaths and Affirmations taken and made in various Departments of the Government of New South Wales and to substitute Declarations in lieu thereof and for the suppression of voluntary and extra-judicial Oaths and Affidavits.*"

GEORGE FORRESTER.

Made and signed before me, this 5th of }
December, 1870. }

WM. HEMMINGS,
Commissioner of Stamp Duties.

No. 10.

MINUTE.

It will be seen by the document now enclosed, that the Commissioner for Railways has consented to Mr. M'Cauley assigning the contract to George Forrester, but without waiver of the Commissioner's rights reserved in M'Cauley's agreement, and in the bond given by Forrester and M'Kenzie.

M'Cauley is therefore the contractor for the work, upon whom all notices must be served, but notice should also be served upon Forrester.—C.A.G., 15-1-70.

No. 11.

THE COMMISSIONER FOR RAILWAYS TO G. FORRESTER, Esq.

Department of Public Works,
Railway Branch,
Sydney, 17 January, 1870.

SIR,

My attention having been called to the unsatisfactory progress of the works on Contract No. 6, Great Western Railway, of which you hold an assignment from Mr. G. M'Cauley, the contractor, I have the honor to inform you that I am considering the propriety of cancelling the contract, under the 12th clause of the general conditions.

2. Before, however, coming to a final decision, I desire to afford you, as one interested in the contract, an opportunity of explaining the cause of the delay that has occurred.

3. I may say that Mr. M'Cauley has been afforded an opportunity of replying to a similar communication, which he has availed himself of; but I shall delay the consideration of his answer for a few days, to enable you to offer, should you desire to do so, any further explanation.

I have, &c.,
JOHN RAE,
For Commissioner of Railways.

No. 12.

G. FORRESTER, Esq., to THE COMMISSIONER FOR RAILWAYS.

100, Elizabeth-street,
Sydney, 20 January, 1870.

SIR,

In reply to your letter of 17th instant to Mr. George Forrester, respecting the progress of the works on Contract No. 6, Great Western Railway, we think it right, in the first instance, to call your attention to the circumstances under which Mr. Forrester became the assignee of such contract,—not with any expectation of profit, but being one of the sureties of the original contractor (to whom Mr. Forrester had made large advances), and therefore upon whom all the loss of failure would fall. The Government recognized his painful position, and, to assist him as much as possible in lessening an impending and very serious loss, sanctioned the assignment of the contract; so that when Mr. Forrester should have spent a large sum of money in completing the contract, no difficulty should arise with the Government in settling with Mr. Forrester.

Thus protected, Mr. Forrester immediately engaged the services of Mr. Henry Quodling, a gentleman of great experience, to superintend the works, giving him full power to carry the works to completion with the utmost despatch, regardless of cost; and we believe that this gentleman has brought an immense amount of energy to bear upon the duty thus undertaken; and though at first, from the change of management and a variety of other causes, some little time was necessarily lost, still he has now the work so well in hand that we cannot possibly think that the Government could make any change or other arrangement which would bring the works so speedily and well to an end; in fact, on the contrary, we think if there were another change the works would receive a further check, and much delay would take place in overcoming many of the difficulties which Mr. Quodling had to encounter.

To show what progress has been made, and the arrangements for carrying the work out, Mr. Quodling has been called upon for his report, which we have now the honor to enclose, by which it will be clearly seen that no further difficulties for the most rapid completion of the works can be in the least apprehended.

We trust that Mr. Forrester's position—having, in addition to the money previously advanced to the original contractor (£4,550) since he has taken the works in hand expended upwards of £7,000—will receive the most favourable consideration of the Government, more particularly as he is prepared to have the fullest inquiry made of his doings since he has accepted the assignment of the contract, to show that nothing has been omitted or neglected which could possibly interfere with the works being pressed on with vigour and rapidity.

We have, &c.,
DEANE & DEANE,
For GEORGE FORRESTER.

No. 13.

MR. H. QUODLING'S REPORT.

Sydney, 17 January, 1870.

SIR,

In reply to your inquiry respecting the progress that has been made with reference to Contract No. 6, G. W. Railway, I beg to offer the following remarks.

Having no desire to reflect on the manner in which the works were being carried on by Mr. G. M'Cauley, I have simply to state that, since you entrusted me with the management of the same, I have got the whole of the excavation completed, and a very large proportion of the border stones and bottom ballast laid down, a considerable portion of top ballast broken, road approaches and fencing nearly completed, and many of the embankments trimmed; also plant, tools, &c., provided for laying in the permanent way.

My

My greatest difficulty has been in providing sleepers, and to this very important matter I devoted all my spare time and energy, with such success as I can confidently assert that I am now in a fair way of getting them in suitable quantities to enable me to *at once commence* and carry on the permanent way without any further interruption.

I am sorry to say that you have been misled in regard to the bush purchased from Dr. Fullerton, which has not yielded such a supply as you were led to expect, added to which, from the bad treatment some of the men employed by Mr. M'Cauley had received, I found that your interests were for a time, till I have restored confidence, greatly prejudiced, and we have also had to contend with harvesting, elections, holidays, and hot weather, which has not helped us.

I may here remark, that I firmly believe that the number of really experienced men in this particular line is very limited; men wanting in judgment often spoil really good useful timber. Knowing this, I did not dare to offer prices in excess of those paid by Mr. Higgins; and for another reason too, that if I did so, Mr. Higgins would raise his prices, and thus the men might be kept itinerating from one part of the country to another, as they are so prone to do, consequently losing their time, and their services would be lost to us.

The fact that the Government is carrying on an extensive trade in this line is much against the interest of you and others, more particularly as an inferior article can be properly taken at a less price; but much of the timber that is converted into "Government sleepers" would be suitable for the contractors, and the men who work for sleepers cannot understand why sleepers for the Government are passed more easily than those for contractors, and prefer therefore working for the Government, though at a less price.

The exceedingly hot weather we have had of late has been a cause of retarding the work very much; it is trying in the extreme to timber, necessarily exposed, and cut at so bad a season.

The accompanying list shows the names and residences of the persons with whom I have engaged to supply sleepers, and the prices, showing that no delay has arisen from a desire to carry on the work cheaply at the expense of expedition.

I have, &c.,
HENRY QUODLING.

No. 14.

MR. H. QUODLING'S REPORT.

NAMES and residences of persons who have engaged to supply sleepers for No. 6 Contract, G. W. Railway.

Name and residence.	Particulars.	Result.
Patrick Martin, The Oaks	Offered to get 500 per week, or possibly more, at 4s. 6d. each, after end of 1869.	These are being got, but in much smaller quantities per week.
Edward Oxenbridge, Douglas Park	Will supply up to completion of contract from 250 to 300 per week, at 4s. 6d. each.	Has supplied 457 approved, and will probably have 500 more by the 27th instant, and will continue.
James Bell, Picton	Will supply as many as he can get men to work them, at 4s. 6d. each.	Has supplied 203, and is still getting more.
Robert Wild, The Oaks	Can supply 10,000, at 4s. 6d. each.	Has promised to commence to-day (17th January, 1870), and get a large quantity.
John Napier, Nattai	Will supply a few hundred, at 4s. 6d. each.	Is getting some drawn out.
John Booth, Sydney	Offered to furnish 1,000 to commence, and keep up the supply at 6s. 1d. each delivered at the Darling Harbour, or 6s. 4d. at Redfern.	Accepted. Mr. Taylor reports that he had 300 logs ready to commence sawing, when his machinery broke down, and promised a ship-load in a few days.
John M'Quail, Walgen; and two other persons.	Agreed to deliver, at 6s. each, at Piper's Flats.	Has supplied about 600, 84 of which have been accepted. Am not in a position at present to furnish minute particulars, but can do so in a day or two.
Grose Farm	Men getting price 2s. 6d. at the stump.	362 approved, many rejected, more getting out.

I am also treating with several other persons for the supply of sleepers.

HENRY QUODLING.

Mr. Forrester to state definitely when the contract will be completed.—J.S., 21/1/70.
George Forrester, Esq.—22/1/70.

No. 15.

THE COMMISSIONER FOR RAILWAYS TO G. FORRESTER, Esq.,

Department of Public Works,
Railway Branch,
Sydney, 22 January, 1870.

SIR,

In reference to Messrs. Deane & Deane's letter of the 20th instant, on your behalf, explaining the cause of the delay in the progress of Mr. M'Cauley's contract, No. 6, Great Western Railway, I have the honor to request that you will state definitely when the contract will be completed.

2. I shall be glad to receive your reply not later than Monday next, the 24th instant.

I have, &c.,
JOHN RAE,
For the Commissioner of Railways.

No. 16.

G. FORRESTER, ESQ., to THE COMMISSIONER FOR RAILWAYS.

100, Elizabeth-street,
Sydney, 25 January, 1870.

SIR,

In answer to your letter of the 22nd instant, requiring us to state definitely when Mr. M'Cauley's Contract, No. 6, Great Western Railway, will be complete,—we have the honor to inform you that on reference to Mr. Henry Quodling he confidently asserts that the line can be opened to Rydal for mail and passenger traffic in two months from this date, and that the whole will be complete in twelve weeks, to do which we have had to pay as high a price as 6s. 1d. (six shillings and one penny) per sleeper, and we fear before the contract is completed we shall have to pay a still higher sum.

We have, &c.,
DEANE & DEANE,
FOR GEORGE FORRESTER.

No. 17.

MINUTE-PAPER.—GOVERNMENT RAILWAYS.

Contract No. 6, Great Western Railway—G. M'Cauley, contractor, George Forrester, assignee.

I HAVE considered the reasons afforded for the delay in completing this contract, as given in Mr. M'Cauley's letter of the 6th instant and in Mr. Forrester's letter of the 20th instant; and I am quite of opinion that, until very recently, no adequate exertions have been made to have the work completed within the contract time, which has moreover been extended beyond the original date.

As however it would appear that every endeavour is being made to have the contract completed at the earliest possible date, viz., two months from the 25th instant, I am disposed to forego my intention of cancelling the contract.

This concession is however made with the distinct stipulation that not only must the work be completed by the time stated, but that its progress towards completion must be such as to satisfy the Engineer-in-Chief that it will be completed; otherwise he has instructions to enter upon the contract at any time, and to take steps for its being finished by the Government. This is without prejudice.—J.S., 31st January, 1870.

Mr. M'Cauley informed as contractor.

Mr. Forrester informed as assignee.—31 Jany., 1870.

Mr. Whitton.—B.C., 1/2/70.

J.W., 4/2/70.

Returned to Chief Clerk, 4/2/70.

No. 18.

THE COMMISSIONER FOR RAILWAYS to G. FORRESTER, ESQ.

Department of Public Works,
Railway Branch,
Sydney, 31 January, 1870.

SIR,

I have considered the reasons afforded for the delay in completing contract No. 6, Great Western Railway, as given in Mr. M'Cauley's letter of the 6th instant and in your communication of the 20th instant, and I am quite of opinion that until very recently no adequate exertions have been made to complete the work.

2. As however it would appear that every endeavour is now being made to have the contract completed at the earliest possible date, viz., two months from the 25th instant, I am disposed to forego my intention of cancelling the contract.

3. This concession is however made with the distinct stipulation that not only must the work be completed by the time stated, but that its progress towards completion must be such as to satisfy the Engineer-in-Chief that it will be completed; otherwise he has instructions to enter upon the contract at any time, and to take steps for its being finished by the Government. This is without prejudice.

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

No. 19.

THE COMMISSIONER FOR RAILWAYS to G. M'CAULEY, ESQ.

Department of Public Works,
Railway Branch,
Sydney, 31 January, 1870.

SIR,

I have considered the reasons afforded for the delay in completing Contract No. 6, Great Western Railway, as given in your letter of the 6th instant, and in Mr. Forrester's letter of the 20th instant; and I am quite of opinion that, until very recently, no adequate exertions have been made to complete the contract.

2. As however it would appear that every endeavour is now being made to have the contract completed at the earliest possible date, viz., two months from the 25th instant, I am disposed to forego my intention of cancelling the contract.

3. This concession is however made with the distinct stipulation that not only must the work be completed by the time stated, but that its progress towards completion must be such as to satisfy the Engineer-in-Chief that it will be completed; otherwise he has instructions to enter upon the contract at any time, and to take steps for its being finished by the Government. This is without prejudice.

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

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No. 20.

G. FORRESTER, ESQ., TO THE COMMISSIONER FOR RAILWAYS.

100, Elizabeth-street,
Sydney, 8 March, 1870.

SIR,

We have the honor to make application for the sum of £5,000 (five thousand pounds), on account of No. 6 Contract, Great Western Railway.

Mr. Forrester has, since the assignment of Mr. M'Cauley's contract to himself, expended on the works upwards of £7,000 (seven thousand pounds); and, from the report of Mr. Quodling, we are able to state the contract is progressing most favourably and towards its completion, and we therefore crave the liberty of making the present application.

We have, &c.,
DEANE & DEANE,
FOR GEORGE FORRESTER.

Mr. Whitton, for report.—J.S., 9/3/70.

The extension of time to the 25th of March was given on the distinct stipulation that not only must the work be completed by the time stated, but that its progress towards completion must be such as to satisfy me that it would be completed at that date. The progress has not been satisfactory, nor will the work be completed at the time named. I therefore advise that the application for £5,000 be refused.—J.W., 22/3/70.

Commissioner.—22/3/70.

Inform.—J.S., 30/3/70.

No. 21.

THE COMMISSIONER FOR RAILWAYS TO MESSRS. DEANE & DEANE.

Department of Public Works,
Railway Branch,
Sydney, 1 April, 1870.

GENTLEMEN,

In reference to your letter of the 8th ultimo, applying, on behalf of Mr. George Forrester, for an advance of £5,000 on account of Contract No. 6, Great Western Railway, I have the honor to inform you that, under a report received from the Engineer-in-Chief, as to the unsatisfactory progress which is being made with this contract, I am unable to authorize the advance applied for.

I have, &c.,
JOHN RAE,
For the Commissioner of Railways.

No. 22.

MR. DISTRICT ENGINEER COWDERY TO THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Great Western Railway—Contract No. 6,

22 March, 1870.

Report of progress of Permanent Way.

On this contract the permanent way is laid to 92 miles 35 chains. 15 chains of this was laid to-day.

The weather appears to be improving; we had only one heavy shower to-day.

GEORGE COWDERY,
District Engineer.

For information of the Commissioner.—J.W., 23/3/70.

Commissioner.—23/3/70.

Seen.—30/3/70, J.S.

No. 23.

MESSRS. DEANE & DEANE TO THE COMMISSIONER FOR RAILWAYS.

100, Elizabeth-street,
Sydney, 20 April, 1870.

SIR,

We have the honor to enclose a report from Mr. Quodling, who has charge, on behalf of our client, Mr. George Forrester, of No. 6 Contract, Great Western Railway.

In forwarding this report, we regret to say that it becomes necessary for us to apply for a further extension of the time for the completion of the contract to the 15th June next, although, by the report forwarded herewith, it could be opened (if required) for passenger traffic on the 1st of the same month.

The report is so full, pointing out the insurmountable causes of delay, that little is left for us to urge on Mr. Forrester's behalf,—the principal cause being that of the very inclement weather which has so recently prevailed for such a length of time preventing the works to any great extent from being proceeded with on the line, and greatly retarding the getting of material to the works, the same having to be taken over so great an extent of country, and the roads being cut up to such an extent as to be almost impassable.

Another cause of delay arises from the ballast which was brought on to the works and piled up along the line (prior to our client's taking over the assignment), having recently been opened up and rejected by the Inspector.

This misfortune could not for an instant have been anticipated by Mr. Forrester, as the piles looked perfectly good, and the rejection has surprised no one more than Mr. Quodling.

We need scarcely point out the amount of energy which has been brought to bear upon this contract since it was assigned to our client, because we believe it is well-known that no blame can be attached to him on this account, as everything which possibly could be done to complete the contract in due time has been done; which, we think, is amply evidenced by the fact that our client has expended upwards of £9,000 without receiving any return whatever to so large an expenditure; and we are assured that if the extension now asked for be granted there can be little doubt of the contract being completed.

We have, &c.,
DEANE & DEANE.

[Enclosure.]

Mr. H. Quodling to J. T. Neale, Esq.

532, Bourke-st., Surry Hills,
18 April, 1870.

Sir,

In obedience to your instructions, I beg to submit the following remarks with reference to the delay in the progress of No. 6 Contract.

The almost continuous rain during the whole of last month and a portion of the current one has nearly caused a complete stoppage of the works, more particularly that of carting out sleepers from the bush, and the felling and squaring the total number requisite for the completion of the contract.

During the first week in March, and in continuous heavy rain, I managed to get 2,228 sleepers inspected, loaded up, and forwarded on to the works; but since then I have only been able to send up 1,508, out of 3,000 that were ready for carting out on the 5th ultimo.

The fact that the plate-layers have never been delayed for sleepers, will afford you some idea of the state of the weather on the mountains, seeing that they were only able to work up about 4,000 in seven weeks.

I leave Sydney to-morrow for Bowral, and fully expect to be able to send up 2,200 sleepers during the present week, viz., from Bowral 500, Mittagong 500, Douglass Park 800, Picton 400; and having more at Richmond, South Creek, and Penrith ready for inspection, and being drawn out, I can confidently state that by the 14th proximo the whole number requisite to complete the contract will be on the works.

When the Government is made aware of the fact that sleepers are being procured at Bowral, on the Southern Railway, 67 miles from the Junction, and 92 from Wallerawang, a total of 159 miles, for which 2½d. per ton per mile has to be paid for trainage alone,—and that they have also been got from Lake Macquarie, and are now being procured from Mittagong, Picton, Douglass Park, Currajong, Richmond, Riverstone, and Penrith,—it should convince the authorities that no expense or labour has been spared to procure the necessary quantity, and in the shortest space of time. Repeated advertisements and handbills have invited all to supply them, and at the *highest price*.

Another cause of delay has been through indifferent ballast having been procured by Mr. M'Cauley, much of which has to be replaced by suitable material.

This has proved a more serious matter than was at first anticipated, as I find by a report received this morning that it is impossible at present to get stone carted out.

Again, some new works have been ordered recently—a long culvert, and an approach road.

With reference to the time by which the line might be opened to Rydal, I think it possible that the road might be packed sufficiently to admit of the passenger trains running, and using the turn-table on No. 7 Contract, by the 1st June next, and that by the 15th of the same month the whole of the work might be completed. This time is only a little more than equivalent to that which has, and still prevents our working.

It would be satisfactory to have the opinion of the Engineer (Mr. Cowdery) as to the probable time it will take to finish, and as well to inform that gentleman that there will be no lack of sleepers.

I am, &c.,
HENRY QUODLING.

Trucks kindly provided by the Traffic Manager.

Part of this is to be paid by the person supplying at Bowral.

I have written Mr. Cowdery and Mr. Reynolds also on this subject, and suggested a means of getting on with the work notwithstanding the bad state of the bush, and not to be too particular as to necessary expense that really must be incurred, in order to get the work forwarded.

I do not know if the Minister would desire to open for the passenger traffic alone, but think that he might, as the road from Bowenfels to Rydal is, to say the least, indifferent.

I have written Mr. Cowdery to send his candid opinion to the Engineer-in-Chief on this subject, and have informed him of this also.

H.Q.

Submitted.—21/4/70, J.R.

Mr. Whitton, for report.—B.C., 23/4/70., J.R.

In consequence of the extremely wet weather, it has no doubt been impossible to proceed with the works. I advise that no formal extension be given, but that the contractors be permitted to carry on the works.

This permission to be without prejudice.—J.W., 28/4/70.

Commissioner.—28/4/70.

Approved.—J.S., 30/4/70.

No. 24.

THE COMMISSIONER FOR RAILWAYS TO MESSRS. DEANE & DEANE.

Department of Public Works,
Railway Branch,
Sydney, 5 May, 1870.

GENTLEMEN,

In reference to your letter of the 20th ultimo, applying for an extension of time for the completion of Mr. M'Cauley's assigned contract, No. 6, Great Western Railway, I have the honor to inform you that by the terms of my letter of 31st January last, the Engineer-in-Chief would be justified in entering upon this contract and carrying it on for the Government; and the only concession I am able to make, without prejudice, is to allow the contractor to carry on the works.

I have, &c.,

JOHN SUTHERLAND,
Commissioner for Railways.

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No. 25.

MESSRS. DEANE & DEANE TO THE MINISTER FOR WORKS.

75, Elizabeth-street,
4 July, 1870.

SIR,

We have the honor to apply, on behalf of Mr. George Forrester, for the sum of £12,000 (twelve thousand pounds), on account of No. 6 Contract, Great Western Railway.

We have, &c.,
DEANE & DEANE.

Mr. Whitton.—B.C., 6/7/70, J.R.

A certificate for £10,000, on account of the above-named contract, has been forwarded to the Accountant.—
J.W., p. W.H.Q., 12/7/70.

Commissioner.—12/7/70.

Approved, J.S.—14/7/70.

No. 26.

MESSRS. DEANE & DEANE TO THE COMMISSIONER FOR RAILWAYS.

75, Elizabeth-street,
14 July, 1870.

SIR,

We have the honor to request that you will allow the account for carriage of sleepers, &c., in connection with No. 6 Contract, Great Western Railway, to stand over until the next payment to Mr. Forrester on account of such contract.

We have, &c.,
DEANE & DEANE,
For GEORGE FORRESTER.

Approved.—J.S., 14/7/70.

Accountant.—B.C., 15/7/70, C.A.G.

Seen, and voucher 1,991 for £10,000 to Treasury for payment.—H.A.H., 15/7/70. The Chief Clerk.

No. 27.

MR. DISTRICT ENGINEER COWDERY TO THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Great Western Railway,
27 April, 1870.

SIR,

In reply to your memo., No. 70/141, of the 25th instant, I beg to state that I do not remember your requesting me to report on the ballast on No. 6 Contract, or I should have done so. I remember the conversation I had with you respecting this ballast, and I think I showed you a note from Waring, in which he rejects the whole of the ballast as far as he is concerned. You told me I should know what was good ballast and what was not, and that you did not know when you could see it. However, I have left it an open question until you see it. I have had some of the worst of the bottom cast out and other put in its place, but I have not allowed the laying of the road to be stopped for it. Nothing but the want of sleepers and the bad weather has prevented us getting on faster. It has been raining ever since last Thursday, except yesterday, and it is now raining fast. I believe a large portion of the ballast towards the Rydal end is as good freestone as can be got in the district, and I believe it will stand; it is rather too fine in the grain, and the wet has made it rather soft. The contractors are trying to get more for what I have rejected, but they cannot cart it now.

I have, &c.,
GEORGE COWDERY.

Waring's note rejected the ballast, and I requested Mr. Cowdery to examine the whole of the ballast, and give me his opinion as to its general quality.—J.W., 28/4/70.

Mr. Cowdery—To be returned.—W.H.Q., 28/4/70.

Reply attached.—G.C., 2/5/70.

J. Whitton, Esq., C.E.

No. 28.

MR. DISTRICT ENGINEER COWDERY TO THE ENGINEER-IN-CHIEF.

Great Western Railway,
2 May, 1870.

SIR,

I beg to inform you of the state of the ballast on No. 6 Contract, and the quantities of each description as near as I can estimate them.

Bottom-ballast:—2 miles conglomerate rock, very full of pebbles; a good deal fallen to pieces with the weather, and not very good. $1\frac{1}{4}$ mile pale blue sandstone; some of this is tolerably firm, but has not stood so well as I expected, and some of it I have had thrown out. $1\frac{1}{2}$ mile white sandstone, clear and not fallen with the weather, and I think very fair ballast, but it is not quite so hard as I should like it. The remainder is metal.

Top-ballast:—Total broken, about 10,000 cubic yards; white sandstone, similar to bottom-ballast about 3,500 cubic yards; pale blue sandstone, not standing so well as I expected, about 5,000 cubic yards, 1,500 or 2,000 cubic yards of which I have condemned; white and brown sandstone mixed, about 1,200 cubic yards, about half condemned; gravel about 300 cubic yards. All the new ballast they are getting will be metal, from near Rydal, and a little gravel at different places, but it cannot be carted until the ground is stronger.

I have, &c.,
GEORGE COWDERY.

No. 29.

No. 29.

MR. DISTRICT ENGINEER COWDERY TO THE ENGINEER-IN-CHIEF.

Great Western Railway,
25 July, 1870.

SIR,

I beg to inform you that the contractor for No. 6 Contract is anxious to get the top-ballast on that portion of the line where the blue sandstone has been put on for bottom-ballast, which ballast you did not altogether approve of; but as all the boxing-up ballast over this portion will be gravel, I think it may do well together, as there is not sufficient binding qualities in the gravel to keep a good top on the road with, most of it being smooth and round; besides, wherever the road requires to be lifted after it is completed, the gravel would be packed under the sleepers.

A good deal of the worst of the bottom-ballast was thrown out before the road was laid. If you allow this bottom-ballast to remain (and it would be a difficult job to take it out and keep the road in order at the same time) no more of the blue sandstone shall be put in, and there is a great quantity of it still in the heaps.

I have, &c.,

GEORGE COWDERY.

As this length has been handed over for repairs to the Permanent Way Inspector, I will instruct him to examine this ballast and report. I also intend to look into this question myself at an early date.—J.W., 26/7/70.

Mr. Lewton instructed.—70/296.

Mr. Cowdery—To be returned.—W.H.Q., 26/7/70.

The ballast engine will be idle in a day or two, until this matter is settled.—G.C., 30/7/70. John Whitton, Esq.

I understand Mr. Lewton went to Rydal yesterday, to examine the ballast on No. 6 Contract.—W.H.Q., 2/8/70. Mr. Cowdery.

Mr. Lewton went through No. 6 Contract yesterday.—G.C., 3/8/70. Mr. Quodling.

I have examined the ballast on this contract, and find that on about 3 miles of the line on the Wallerawang end it is of a very inferior quality, being a kind of blue sandstone which will not stand the weather, as it is utterly useless for packing. Great numbers of the border stones are very soft and partly wearing away. In many places on the other end of the contract the ballast is very dirty.

J. LEWTON,

p. P.S., 4/8/70.

Mr. Lewton to arrange to meet Mr. Cowdery, and point out the defective ballast for Mr. Cowdery to measure.—J.W., 4/8/70.

Noted.—J.L., p. P.S., 5/8/70.

Mr. Lewton—To be returned early, in order that Mr. Cowdery may be informed.

For Mr. Cowdery's information.—W.H.Q., 5/8/70.

I have been through the ballast on No. 6 Contract, with Mr. Lewton, and the defective portion pointed out by him is about 270 chains of bottom-ballast between the border stones, the cubic contents being about 4140 yards.—G.C., 9/8/70. John Whitton, Esq.

P. Way Branch, 10 August, 1870.

Memo. to Engineer-in-Chief,
Ballast No. 6 Contract, G.W.R.

According to your instructions, I went over this contract with Mr. Cowdery, and pointed out to him the defective ballast and border stones.

The length of road on which they have been used is 270 chains, on the Wallerawang end of the contract.
J. LEWTON, p. P.S.

The quantity of ballast, according to your measurement, appears to be 4,140 cubic yards which has been condemned.

Give contractor notice to supply this quantity alongside the line (inside the fences); and should he not do so, a deduction will be made from the money due him.—J.W., 12/8/70.

Any border stones found defective must be replaced by contractor.—J.W., 12/8/70.

Mr. Cowdery—To be returned.—W.H.Q., 12/8/70.

I have instructed the contractor as you requested.—G.C., 15/8/70. John Whitton, Esq., C.E.

No. 30.

G. FORRESTER, Esq., to THE MINISTER FOR WORKS.

75, Elizabeth-street,
19 August, 1870.

SIR,

I have the honor to inform you that I received notice from Mr. Cowdery, on 15th August instant, that 4,140 cubic yards of bottom ballast had been condemned.

This condemnation of *bottom* ballast was wholly unexpected, as I always understood that the smaller or *top* ballast only had been objected to.

The ballast already on the line (much of which is composed of hard pebbles) is not valueless, for the rails have been packed to the proper level and are sustained by it; and in measuring the quantity of bottom ballast condemned, no allowance has been made for the width of the sleepers (10 inches), which ought to have been considered; that is, when taking a defined distance from point to point, there is only a space of 2 feet 2 inches to fill in, instead of 3 feet, to each lineal yard of road.

The rejected bottom ballast certainly presented an unfavourable appearance at the time the Engineer-in-Chief inspected it; this was chiefly owing to its having been trampled upon by the horses during the late continuous wet weather in drawing material over it, in consequence of my desire to complete the work without delay.

It is believed that by the improved appearance which the rejected stone now presents, a more favourable opinion would have been formed of it had the inspection taken place after the dry weather set in.

The

The ballast in the embankment generally is as serviceable as if a better quality, because the embankment must in a very short time subside, and the ballast will then become a part of it. Besides, much, if not the whole of the top ballast which has been condemned and now lies alongside the line, will be available, and will probably be used for repairs from time to time as the embankment subsides.

At the time of the failure of the late contractor to carry on the works to the satisfaction of the Government, I was under the impression that the whole of the ballast on the line had been passed, and a portion of the money drawn on it; otherwise I would have forfeited the amount for which I had made myself liable as surety, instead of carrying out the contract, which I have done under the most unfavourable circumstances.

I would also desire to point out that I have lost no time and spared no expense since I commenced, in having the work carried out to the satisfaction of the Government, and submit that it would be a great hardship to compel me to supply fresh ballast now; besides which, it would entirely ruin myself and family, having, as I can if necessary prove to the satisfaction of the Government, already lost about £9,000 in carrying out the work, and the country to that extent being benefited at my expense.

I therefore earnestly beg that you will take into your favourable consideration these matters, and, seeing that I have saved the Government so large a sum by taking upon myself the contract, which the Government would otherwise have had to expend, grant me every indulgence possible.

I have, &c.,

GEORGE FORRESTER,

By DEANE & DEANE.

Mr. Whitton, for report.—B.C., 19/8/70, J.R.

No. 31.

THE ENGINEER-IN-CHIEF TO THE COMMISSIONER FOR RAILWAYS.

As the maintenance of this length is now in Mr. Wakeford's care, I wish him to take the earliest opportunity to examine the length, and ascertain at what price the ballast stated to be deficient can be obtained and delivered upon the line.

The cost will have to be deducted from the contractor:—J.W., 15/9/70.

Mr. Wakeford—To be returned.—W.H.Q., 15/9/70.

This can be procured at 5s. per cubic yard.—W.W., 1/10/70.

The quantity of ballast deficient on this length to be deducted from the contractor's final certificate at the price per yard stated above (5s.)—J.W., 10/10/70.

Mr. Cowdery—To be returned.—W.H.Q., 10/10/70.

Ballast deducted at the price stated.—G.C., 15/10/70. Mr. Quodling.

Mr. Wakeford may examine the stone ballast now lying alongside the line, to ascertain if any portion of it can possibly be used for maintenance, so as to reduce the quantity for which the contractor is now liable to replace.—J.W., 19/10/70.

Mr. Wakeford—To be returned.—W.H.Q., 19/10/70.

Having examined the ballast on this section, I find that the following quantity may be used for repairs, viz.:—

Gravel ballast	62
Stone do.	26
Sandstone, 301 cubic yards, of which one-third can be used	100
Do. 119 do. one-half do.	59
Do. 1,084 do. do. do.	452

789 cubic yards.

I would beg to suggest, for the Engineer-in-Chief's consideration (that 270 chains of bottom ballast having been deducted, and no allowance made for any portion that would have been suitable had there been time for the contractors to have had it forked over and taken the inferior out), that one-third of the quantity deducted be allowed the contractors.—W.W., 2/11/70.

4,140 cubic yards deducted by Mr. Cowdery.
Less one-third ... 1,380 do. as recommended by Mr. Wakeford.

2,760
Less 789 do. do.
1,971 do. to be deducted.

At 5s.	£	s.	d.
190 lineal yards border-stones, at 2s.	492	15	0
	19	0	0

£511 15 0 deducted from final certificate.—

W.H.Q., 24/11/70.

Approved.—J.W., 24 Nov., 1870.

No. 32.

THE ENGINEER-IN-CHIEF TO THE DISTRICT ENGINEER.

Department of Public Works,

Railway Branch, Engineer's Office,

Sydney, 4 August, 1870.

Memo. to Mr. Cowdery.

THE contractors for No. 6 Contract are very desirous of settling up all matters in connection with this length. Will you please to let me know *when* you think you will be in a position to forward the final certificate.

Instead of taking out the inferior ballast on this section, I proposed to have measured the total quantity of ballast which may be condemned, and to allow the contractors to deposit alongside the railway inside the fences, an equal quantity of gravel ballast, which I believe can be easily obtained alongside or not far from the railway.

JOHN WHITTON.

I CAN send you the final certificate of this contract in three or four days after it is completed; but I was making inquiries yesterday as to when this was likely to be, and I was informed that it would be about two months. Most of the ballast is out for the boxing up, but the greater part of it has yet to be carted on to the line, and the ground is so rotten that I think it will take all the time stated.—G.C., 10/8/70.

John Whitton, Esq.

No. 33.

MESSRS. DEANE & DEANE TO THE MINISTER FOR WORKS.

75, Elizabeth-street,
22 September, 1870.

SIR,

We have just received intimation from Mr. Quodling, the manager of works for Mr. George Forrester, under No. 6 Contract, Great Western Railway, that the whole of the works will be complete on or before the 30th instant, and asking to have the necessary instructions for the final measuring up forwarded.

We have the honor therefore to request that such instructions may be sent at once, as the manager is now prepared to give up the whole of his time to this object, and after the works are completed any delay will be an extra expense to the contractor.

We have, &c.,
DEANE & DEANE.

Mr. Whitton.—B.C., 22/9/70, J.R.
Mr. Cowdery was some time ago instructed to measure up the works on this contract as early as practicable.—
J.W., 23/9/70.
Commissioner.—23/9/70.
Inform Deane & Deane.—J.S., 24/9/70.
Messrs. Deane & Deane informed.—28/9/70.

No. 34.

THE COMMISSIONER FOR RAILWAYS TO MESSRS. DEANE & DEANE.

Department of Public Works,
Railway Branch,
Sydney, 28 September, 1870.

GENTLEMEN,

In reply to your letter of the 22nd instant, stating that you have been informed that the whole of the works on Contract No. 6, Great Western Railway, will be complete on or before the 30th instant, and requesting that instructions may be forwarded for a final measurement of same to be made on completion of such work,—I have the honor to inform you that the Engineer-in-Chief reports that the District Engineer has already been instructed to measure up the work in question as early as practicable.

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

No. 35.

MR. G. M'CAULEY'S CAVEAT.

Sydney, 23 November, 1870.

The Honorable the Minister for Public Works, Sydney.

SIR,

As contractor for No. 6 Contract, Great Western Railway, I have the honor to bring under your notice the following facts.

To facilitate the completion of the aforesaid contract I assigned same to Mr. George Forrester, reserving to myself, by deed under the hand of the said Mr. George Forrester, the equity of redemption in such contract.

I have not been able to procure from the said Mr. George Forrester, during the progress of the works nor since their final completion, any satisfactory information or proper accounts in connection therewith, which wrongdoing leads me to infer that there may be a desire to ignore my equity in the matter altogether.

Referring to the deed of assignment first named, I am there still held responsible for the proper completion of the said contract, my bond being still in force.

I therefore do myself the honor to request that no more moneys be paid to the said Mr. George Forrester without my being personally present, and that this notice may be taken as a caveat against any payment to the said Mr. George Forrester.

I have, &c.,
GEORGE M'CAULEY,
No. 243, Fitzroy-street, Surry Hills.

Crown Law Officers to say if Mr. M'Cauley has any claim, and if I am to pay balance to Mr. Forrester.—
J.S., 28/11/70.

Crown Solicitor.—B.C., 28/11/70, J.R. With agreement, transfer, and all papers.

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No. 36.

MR. G. M'CAULEY TO THE COMMISSIONER FOR RAILWAYS.

Fitzroy-street, Surry Hills,
Sydney, 28 November, 1870.

SIR,

I beg to give you notice that I have this day commenced an action in the Honorable the Supreme Court of New South Wales, against George Forrester, of Randwick, with respect to the moneys received by him in respect of the No. 6 Contract, Great Western Railway, and to the moneys in the hands of the Government in connection therewith, and of his right thereto, and against the payment of which to him I have lodged with you a caveat.

I have now the honor to give you formal notice of such action, and to request that you will retain all moneys connected with the said contract until the said action be determined.

I have, &c.,
GEORGE M'CAULEY,
Contractor.

Crown Law Officers to advise.—J.S., 29/11/70.
Crown Solicitor.—30/11/70, urgent, J.R.

No. 37.

THE CROWN SOLICITOR TO THE COMMISSIONER FOR RAILWAYS.

Crown Solicitor's Office,
Sydney, 5 December, 1870.

SIR,

I have the honor to return herewith the papers received by me from your department, relating to Mr. M'Cauley's contract for works on the Great Western Railway, and to forward at the same time the original indenture, bearing date 1st October, 1869—that is, the assignment from Mr. M'Cauley to Mr. Forrester, which I have obtained from Mr. Forrester. I also forward a bond which Mr. Forrester and Mr. Neale have entered into, to indemnify you from any claim by Mr. M'Cauley.

I notice with the papers, though not marked as recorded in your office, an opinion of Mr. Solicitor-General Salomons on this matter, which appears to have been obtained by Mr. Forrester's solicitors, and forwarded to you by them. It will be as well to retain this opinion.

I think there is now no objection to the balance of the money payable under the contract being now handed to Mr. Forrester, who is entitled to give receipt for same under the power of attorney contained in the assignment of 1st October, 1869.

I have, &c.,
JOHN WILLIAMS,
Crown Solicitor.

Approved.—J.S., 5/12/70.
Accountant.—B.C., 5/12/70, C.A.G.
Final certificate for £5,065 8s. 9d. to Treasury.—5/12/70, H.A.H.
Chief Clerk.—6/12/70, H.A.H.
Note, Cheq. £1,570 4s. 3d., amt. a/c against G. Forrester, received from Mr. Neale, and paid bank.—6/12/70, H.A.H.
Traffic Auditor to note.—B.C., 15/12/70, C.A.G.
Noted.—D.V., 23/12/70.
Chief Clerk.—24/12/70.

No. 38.

SOLICITOR GENERAL'S OPINION.

Ex parte Forrester.—*In re* M'Cauley's contract.

I HAVE read Mr. M'Cauley's assignment of the contract to Mr. Forrester; and I advise, on behalf of the latter, that he, and not M'Cauley, is entitled to receive the balance due under the contract, quite independently of any further consent on the part of M'Cauley. The terms of the assignment are absolute, and by it Mr. M'Cauley has appointed Mr. Forrester his irrevocable attorney in respect of this contract, and all rights arising out of it.

JULIAN E. SALOMONS.

Nov., 25/70.

No. 39.

BOND OF INDEMNITY.

KNOW all men by these presents that we George Forrester of Sydney in the Colony of New South Wales farmer and grazier and John Thomas Neale of Sydney aforesaid gentleman are jointly and severally held and firmly bound unto the Commissioner for Railways a corporation sole created by the Act of Council passed in the twenty-second year of the reign of Her Majesty Queen Victoria number nineteen intituled "*An Act to make more effectual provisions for the construction by the Government of Railways in the Colony of New South Wales and for the regulation of the same*" in the penal sum of six thousand pounds sterling to be paid to the Commissioner for Railways aforesaid and his successors for which payment well and truly to be made we bind ourselves and each of us our and each and every of our heirs executors and administrators jointly and severally firmly by these presents—

Sealed with our seals dated the fifth day of December one thousand eight hundred and seventy.

WHEREAS one James M'Kenzie by certain articles of agreement under seal bearing date the _____ day of _____ one thousand eight hundred and sixty-seven contracted and agreed with the Commissioner for Railways aforesaid to provide all materials (except as in the specification to the said agreement annexed is mentioned) labour scaffolding and every other thing requisite and necessary for the full and proper completion of a single line of railway (as an extension of the Great Western Railway from Penrith to Bathurst commencing at Piper's Flat at ninety-one miles and two chains marked on the working plan and section and terminating at ninety-seven miles eight chains at Rydal being a length of six miles and six chains) And whereas the said James M'Kenzie entered upon the construction of the said works and performed a small portion thereof but made default in proceeding therewith and abandoned the same and his estate has since been placed under sequestration as insolvent And whereas by articles of agreement bearing date the eleventh day of May one thousand eight hundred and sixty-eight and made between one George M'Cauley of the one part and the Commissioner for Railways of the other part reciting as hereinbefore is recited and that the Commissioner for Railways had called for tenders for the completion of the said railway extension and of such other works as were set out in the specification to the now-reciting articles of agreement annexed marked "A"

"A" or in the plans or drawings therein referred to and to the general conditions therein referred to and thereto annexed marked "B" and that the said George M'Cauley had forwarded to the Commissioner for Railways the tender thereto annexed marked with the letter "C" to execute the whole of the works and find all labour materials (excepting permanent way materials) scaffolding and workmanship required in the construction and completion of the said works at and for the price set out in the said tender and that the Commissioner for Railways had accepted the said tender upon condition of the said George M'Cauley entering into the now-reciting presents and giving the bond hereinafter recited. It was witnessed that the said George M'Cauley did thereby covenant and agree with and to the Commissioner for Railways aforesaid to find and provide all materials (excepting such as were in the specification thereto annexed specified to be provided by the said Commissioner) labour scaffolding tools implements and every other thing requisite and necessary for the full and proper completion of the said works required in the construction and completion of the said single line of railway hereinbefore particularly mentioned in accordance with the said specification marked "A". And it was thereby also agreed that the said works should be completed and finished in all things on or before the thirty-first day of March then next ensuing. And whereas by a certain bond bearing date the eleventh day of May one thousand eight hundred and sixty-eight the said George M'Cauley and the said George Forrester and one Andrew M'Kenzie therein described as his sureties jointly and severally became bound unto the Commissioner for Railways in the penal sum of three thousand pounds sterling with a condition thereunder written making void the same on the due completion and performance of the several works specified in the before recited articles of agreement of eleventh May one thousand eight hundred and sixty-eight. And whereas by memorandum of agreement bearing date the twenty-second day of April one thousand eight hundred and sixty-nine and made between the Commissioner for Railways of the one part and the said George M'Cauley George Forrester and Andrew M'Kenzie of the other part the time for the completion of the said works was extended until the thirty-first day of August one thousand eight hundred and sixty-nine. And whereas by indenture bearing date the first day of October one thousand eight hundred and sixty-nine and made between the said George M'Cauley of the first part the Commissioner for Railways aforesaid of the second part and the said George Forrester of the third part the said George M'Cauley for the valuable consideration in the said indenture mentioned (with the consent of the Commissioner for Railways) did assign transfer and set over (*inter alia*) unto the said George Forrester his executors administrators and assigns all those the said recited articles of agreement of date eleventh May one thousand eight hundred and sixty-eight and also all sum and sums of money debts and dues then due and payable or which might at any time thereafter become due and payable thereunder to the said George M'Cauley by the Commissioner for Railways or any other person or persons body or bodies corporate. To hold the same unto the said George Forrester his executors administrators or assigns for his and their own proper use and benefit and the said George M'Cauley by the said indenture did constitute the said George Forrester his executors administrators and assigns his attorney and attorneys irrevocable with full power and authority in his name or the name of his executors or administrators or in the name of the said George Forrester his executors administrators or assigns but to the only proper use and behoof of the said George Forrester his executors administrators and assigns to ask demand recover and receive compound acquit release and discharge the said sum and sums of money debts and dues then or at any time thereafter to become due and payable to the said George M'Cauley his executors administrators or assigns under or by virtue of the said thereby assigned articles of agreement from the Commissioner for Railways and any other person or persons body or bodies corporate or politic and upon receipt of the same or any part thereof acquittances and proper discharges to make and give and also to carry out the said thereby assigned articles of agreement and to carry out execute do and perform and finish the said several works and things therein particularly mentioned and specified. And whereas under the said lastly recited indenture the said George Forrester has carried on and claims to have now completed the whole of the works which at the time of the execution of the said indenture remained uncompleted of the works which under the said recited articles of agreement bearing date the eleventh day of May one thousand eight hundred and sixty-eight the said George M'Cauley was to complete and finish and payments amounting in the whole to ten thousand pounds sterling have been made to the said George Forrester by the Commissioner for Railways on account of the said works and a balance or sum of five thousand and sixty-five pounds eight shillings and nine-pence is now claimed to be due to the said George Forrester in respect of such works and as the final payment for the same. And whereas the said George M'Cauley hath notwithstanding the said lastly recited indenture given notice to the Commissioner for Railways aforesaid requesting him not to pay to the said George Forrester any of the moneys now payable or claimed to be payable by the Commissioner for Railways aforesaid in respect of any of the works done under the said articles of agreement bearing date the eleventh May one thousand eight hundred and sixty-eight or by the said George Forrester under the said lastly recited indenture. And whereas there is now payable as the final payment for the works done under the said articles of agreement of date eleventh May one thousand eight hundred and sixty-eight and in full settlement of all claims and demands for works done thereunder the sum of five thousand and sixty-five pounds eight shillings and nine-pence. And whereas the said George Forrester has called upon and requested the Commissioner for Railways to pay to him the said George Forrester the said sum of five thousand and sixty-five pounds eight shillings and nine-pence and the said George Forrester and the said John James Neale have offered if the Commissioner for Railways will pay to the said George Forrester the said sum of five thousand and sixty-five pounds eight shillings and nine-pence to indemnify the Commissioner for Railways and his successors from being called upon by the said George M'Cauley to pay any portion of the said moneys which since the said first day of October one thousand eight hundred and sixty-nine have been paid by the Commissioner for Railways to the said George Forrester and from being called upon by the said George M'Cauley to pay the said sum of five thousand and sixty-five pounds eight shillings and nine-pence or any portion thereof. And also from all actions suits claims and other proceedings which at any time may be brought commenced prosecuted or made against or upon the Commissioner for Railways aforesaid or his successors by the said George M'Cauley or any other person claiming through or under him for or in respect of the said moneys so paid as aforesaid or for or in respect of the said sum of five thousand and sixty-five pounds eight shillings and nine-pence or any portion thereof or for or upon account of anything in the said articles of agreement of date eleventh May one thousand eight hundred and sixty-eight and the said indenture of October first one thousand eight hundred and sixty-nine or either of them or otherwise in respect of the premises as hereinafter mentioned. And the Commissioner for Railways hath therefore consented to pay the said sum of five thousand and sixty-five pounds eight shillings and nine-pence. Now the condition of the above written obligation is such that if the said George Forrester and John Thomas Neale their heirs executors and administrators do and shall from time to time and at all times hereafter save harmless and keep indemnified the Commissioner for Railways aforesaid and his successors his and their lands tenements goods and chattels of from and against all manner of action or actions suit or suits proceedings claims and demands whatsoever at law or in equity or otherwise which shall or may at any time hereafter be brought prosecuted or made against or upon the Commissioner for Railways aforesaid or his successors by the said George M'Cauley his executors administrators or assigns or any person or persons claiming through or under him for or in respect of all or any portion of the moneys which since the said first day of October one thousand eight hundred and sixty-nine have been paid by the Commissioner for Railways aforesaid to the said George Forrester or to his order for or on account of the works in the said articles of agreement of date eleventh May one thousand eight hundred and sixty-eight mentioned or for or on account of the said sum of five thousand and sixty-five pounds eight shillings and nine-pence being paid by the Commissioner for Railways aforesaid to the said George Forrester and for or on account of any matter or thing done under or in pursuance of the said articles of agreement of date the eleventh May one thousand eight hundred and sixty-eight or the said indenture of first October one thousand eight hundred and sixty-nine or either of them and from and against all actions suits claims or demands whether at law or in equity or otherwise which shall or may be brought against the Commissioner for Railways or his successors by the said George M'Cauley or by any person or persons claiming through or under him for or on account of anything in the said articles of agreement of date eleventh May one thousand eight hundred and sixty-eight or the said indenture of date first October one thousand eight hundred and sixty-nine contained or for anything which may have been done by the Commissioner for Railways aforesaid under the said articles of agreement and the said indenture or which the Commissioner for Railways should have done thereunder and has neglected or omitted to do. Then this obligation shall be void and of none effect otherwise to be and remain in full force and virtue.

GEORGE FORRESTER.
JOHN T. NEALE.

Signed sealed and delivered by the said George Forrester }
and John Thomas Neale in the presence of }

JOHN WILLIAMS.

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No. 40.

Loans.

GREAT WESTERN RAILWAY—EXTENSION FROM PENRITH TO BATHURST. 990.

Advance No. 15.

Voucher No. 1,991.

Contract No. 6.

The Commissioner for Railways *Dr. to* George Forrester, Assignee of George M'Cauley.

		£	s.	d.	£	s.	d.
12 July, 1870	On account for work performed	35,725	1	0			
	Deduct amount of Advances Nos. 1 to 14	25,725	1	0			
					10,000	0	0
W. H. Q., 12/7/70.	Entd.—H.A.H. M. P. 70/1,350.—J. S.				£		10,000 0 0

Power of attorney registered at Treasury and Audit Office.

I hereby certify that the above-mentioned person is fully entitled to this advance on account of work performed.

For and in the absence of Engineer-in-Chief,

W. H. QUODLING,
Chief Clerk.

Received, 16th July, 1870, from the Colonial Treasurer, the sum of ten thousand pounds, in full payment of the above Account.

GEORGE FORRESTER,
(By his Attorney, WILLIAM DEANE.)

No. 41.

GREAT WESTERN RAILWAY.—EXTENSION FROM PENRITH TO BATHURST.

Final Certificate, No. 16.

Voucher No. 3,305.

Contract No. 6.

The Commissioner for Railways, *Dr. to* George Forrester, Assignee of George M'Cauley.

7th Oct., 1870.

			£	s.	d.	£	s.	d.
EXCAVATION.								
158,200 cub. yds...	Excavation from cuttings.....	2/9	21,752	10	0			
1,943 "	do. side do.	1/6	145	14	6			
3,780 "	do. do. drains	1/-	189	0	0			
						22,087	4	6
CULVERTS.								
868 "	Excavation from foundations	1/6	65	2	0			
705½ "	Masonry in cement	3/5/-	2,293	13	9			
62½ lin. yds.	do. in 2 dry square culverts	3/5/-	203	2	6			
1½ cub. yd.	Cement concrete, 4 to 1	50/-	3	2	6			
456 "	Excavation inlet and outlet drains	1/6	34	4	0			
62 lin. ft.	Glazed earthenware 4" drain pipes	1/6	4	13	0			
290 "	do. do. 9" do.	4/6	65	5	0			
127 "	do. do. 12" do.	5/6	34	18	6			
350½ cub. ft.	Ironbark timber, framed and fixed	6/-	105	4	0			
544 lbs.	Wrought ironwork	7d.	15	17	4			
13 days	Mason, pointing culverts built by Commissioner	12/-	7	16	0			
						2,832	18	7
ROAD DIVERSIONS AND APPROACHES.								
5,447 cub. yds...	Excavation	2/9	748	19	3			
22½ chains.....	Surface forming	2/10/-	56	5	0			
2,262 cub. yds...	Sandstone pitching (6")	14/-	1,583	8	0			
1,000 "	do. ballast (2")	8/6	425	0	0			
2,029 "	Blue metal, spread (2")	10/-	1,014	10	0			
90 days	Alteration to G. W. Road diversion	9/-	40	10	0			
27 "	Maintenance to do. do.	9/-	12	3	0			
48 "	Staking bank on Goods Shed Road, Rydal.....	9/-	21	12	0			
15½ "	Forming for alteration of Goods Road, Rydal, and taking up do.	9/-	6	19	6			
3 "	Horses.....	9/-	1	7	0			
						3,910	13	9
BALLASTING & PER. WAY.								
10,692 lin. yds.	Ballasting complete main line	9/-	4,811	8	0			
1,632 "	do. do. sidings	9/-	743	8	0			
10,692 "	Laying permanent way, main line	2/6	1,336	10	0			
1,430 "	do. do. sidings	2/6	178	15	0			
384 "	do. crossings, switches, and cross-over roads	7/6	144	0	0			
10,900 No.	Sleepers in main line.....	4/9	2,588	15	0			
925 "	do. sidings.....	4/9	219	13	9			
867 "	do do., second class	4/-	173	8	0			

			£	s.	d.	£	s.	d.
213	cub. ft.	Ironbark timber to switch-boxes, turned up rails, guard rails (extra long sleepers under solid crossings)	6/-	63	18	0		
166	lbs.	Wrought ironwork, do. do. do.	7d.	4	16	10		
93	lin. yds.	Permanent way laid in Rydal Station yard, and afterwards taken up for alterations	2/6	11	12	6		
150½	days	Labourers, rimering chairs	9/-	67	14	6		
24	"	Blacksmiths, do.	10/-	12	0	0		
4	"	Labourers, chipping chairs to switches	9/-	1	16	0		
24	"	do. running down nuts on bolts	9/-	10	16	0		
1	"	do. chipping holes to switch rods, and drilling holes for thumb-screws	9/-	0	9	0		
10,369 0 7								
FENCING.								
3,117	rods	Fencing	9/6	1,480	11	6		
91	"	do. removed and re-erected	4/-	18	4	0		
1,498 15 6								
LEVEL-CROSSINGS.								
4	No.	15 ft. level crossings and box-drains complete	10/-/-	40	0	0		
14	"	15-ft. gates, painted and fixed complete	20/-/-	280	0	0		
12½	cub. ft.	Extra clapping-posts, at Piper's Flat Road	6/-	3	15	0		
15	No.	Locks and chains for gates	7/6	5	12	6		
1	"	10-ft. gate, painted and fixed complete	15/-/-	15	0	0		
344 7 6								
RYDAL STATION.								
TURNTABLES.								
64	cub. ft.	Excavations, foundations	1/6	4	16	0		
3	cub. yds.	Masonry in cement	3/5/-	9	15	0		
9½	"	Concrete to foundations, 41 to 1	50/-	23	15	0		
102½	cub. ft.	Ironbark planking, including waste and battering	7/6	38	8	9		
426	lbs.	Wrought ironwork in knees, bolts, catches, slots, &c.	7d.	12	8	6		
14	No.	Wrought-iron cotters	7d.	0	8	2		
9	"	do. small bolts, ¾" and 1"	1/-	0	9	0		
12	"	do. screw " 6"	1/4	0	16	0		
32	"	do. small screws	6d.	0	16	0		
4	gallons	Neatsfoot oil	5/6	1	2	0		
134½	days	Labourers, fixing turntables	9/-	60	10	6		
62	"	Fitter "	12/-	37	4	6		
13	"	Smith "	10/-	6	10	0		
7	"	Labourers, cutting and fitting Barlow rails to do.	9/-	3	3	0		
200 1 11								
BUFFER STOP.								
77½	cub. ft.	Ironbark timber	6/-	23	5	0		
293	lbs.	Wrought ironwork	7d.	8	10	11		
10½	cub. yds.	Excavations to foundations	1/6	0	15	9		
32 11 8								
ENGINE-PIT.								
38	cub. ft.	Ironbark timber	6/-	11	8	0		
45	"	Ironwork in grating	7d.	1	6	3		
1	day	Relaying invert—bricklayer	14/-	0	14	0		
13 8 3								
WATER SUPPLY.								
20	cub. ft.	Ironbark timber to well	6/-	6	0	0		
6 0 0								
SUNDRIES.								
12	loads	Blinding to Station-yard	3/-	1	16	0		
1 16 0								
MISCELLANEOUS.								
22	No.	Stumping cattle-road, Wallerawang	3/-	3	6	0		
4½	days	Labourers, erecting platform for His Excellency the Governor.	9/-	2	0	6		
5 6 6								
41,302 4 9								
Deduct—								
1,971	cub. yds.	Ballast in road condemned	5/-	492	15	0		
190	lin. yds.	Border-stones do.	2/-	19	0	0		
511 15 0								
40,790 9 9								
35,725 1 0								
£5,065 8 9								
W.H.Q., 24 Nov., 1870.	Entd., H.A.H.	J.S.						

I hereby certify that the quantities, prices, and amounts in the above account are correct, and that the works have been completed to my satisfaction.

JOHN WHITTON.

RECEIVED,

19

RECEIVED, on the 6th day of December, 1870, from the Colonial Treasurer, the sum of five thousand and sixty-five pounds eight shillings and nine-pence, in full payment for the whole of the works mentioned in the above account; the sum now paid including the percentage retained until the final completion of the works; the quantities stated above having been finally agreed upon, and settled to be the whole quantities for which payment is to be made in respect of the excavations, culverts, road diversions, fencing permanent ways, ballasting, turn-tables, and other works on Contract No. 6 of the Great Western Railway extension from Penrith to Bathurst, and all extra works in connection with the said contract. And we declare that the sum hereby acknowledged to be received by us is in full payment and satisfaction of all our claims, for or in respect of, or arising out of, our contract for the said work, and for everything in connection therewith in respect whereof we have any claim to whatsoever.

GEORGE FORRESTER,
Assignee of Geo. M'Cauley.
GEORGE FORRESTER.

Witness—JOHN T. NEALE.

1 A.

R. FORSTER, Esq., to THE ENGINEER-IN-CHIEF FOR RAILWAYS.

203, York-street, Sydney,
21 November, 1870.

SIR,

I have the honor, by direction of my client, Mr. Robert Forster, a sub-contractor on the Great Western Railway, to inform you that there is a balance due to him for work done and performed on this line of railway for Mr. Forrester, to the amount of £408 8s. I expect to be in possession of the contractor's statement of the work done by Tuesday, when I shall submit a copy thereof for your inspection; but if I do not get the contractor's account I shall obtain one from my client for your perusal. In the meantime I have the honor to request that you will protect my client's interest until he is in a position to show you that the amount stated is fairly and honestly due.

I have, &c.,
ROBT. FORSTER,
Attorney.

Forwarded for consideration of Commissioner.—J.W., 23/11/70.

Commissioner, 23/11/70.

Approved.—J.S., 24/11/70.

See subsequent decision of Commissioner on 70/4386. Mr. Neale has agreed to pay claim if certified by proper officer.—C.A.G., 3/12/70.

2 A.

R. FORSTER, Esq., to THE MINISTER FOR WORKS.

203, York-street, Sydney,
24 November, 1870.

Re R. Forster v. Forrester.

DEAR SIR,

As Mr. Whitton will sign the certificate (of the work having been done) to-day, unless you direct that Mr. Robert Forster's money be paid for the work he has done, he will lose all chance of protection at the hands of the Government if the money is allowed to go to Mr. Neale.

I presume there can be no objection to now insisting on the contractor paying those who have done the work, before he draws the balance from the Government.

I am, &c.,
ROBERT FORSTER.

P.S. I enclose Forster's account.—R.F.

Mr. Neale has agreed to pay this account if certified by the proper officer.—J.S., 30/11/70.
Inform.—2/12/70, J.R.

3 A.

THE COMMISSIONER FOR RAILWAYS to R. FORSTER, Esq., M.P.

Department of Public Works,
Railway Branch,
Sydney, 3 December, 1870.

SIR,

In reference to your letter of the 24th ultimo, respecting Mr. Forster's claim against the contractors for Contract No. 6, Great Western Railway, which you request that the Government will see settled before making the final payment,—I have the honor to inform you that Mr. Neale, on behalf of the contractor, has agreed to pay Mr. Forster's account if certified as correct by the proper officer.

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

4 A.

4 A.

FINAL MEASUREMENT, No. 6 Contract, G. W. Railway. Octr. 19th, 1870,

		s.	d.	£	s.	d.
To road laid.....	12,122 yards, at	4	10½	2,954	14	9
„ point switches and cross-over roads...	384 „ „	0	6½	116	0	0
„ road linked in but not spiked	93 „ „	1	9	8	2	9
„ top ballast	5,077 c. yds., „	4	6	1,142	6	6
„ pitching W. Wang Road.....	295 „ „	6	0	88	10	0
„ ballast on same	302 „ „	5	0	75	10	0
„ unloading sleepers truck	58 „ „	4	0	11	12	0
„ „ waggons and trolly .....	..... „ „	4	0	0	8	0
„ „ gates—2 trucks .....	..... „ „	4	0	0	8	0
„ carting sleepers	176 „ „	1	0	8	16	0
„ labour, level crossings	12½ days „	.....	.....	4	15	7½
„ lowering No. 1 cutting	49½ „ „	.....	.....	18	9	4½
„ fixing timber—open drain	3 „ „	8	0	1	4	0
„ reversing chairs.....	150½ „ „	8	0	60	4	0
„ carting machine.....	..... „ „	.....	.....	0	15	0
„ drills made.....	14 „ „	5	0	3	10	0
„ repairing same	231 „ „	1	0	11	11	0
„ breaking ballast	68½ days „	5	0	17	2	6
„ stacking sleepers	5 „ „	8	0	2	0	0
„ cleaning side drain	2½ „ „	8	0	1	0	0
„ fixing temporary boxes.....	13½ „ „	8	0	5	10	0
„ forming W. Wang Road	81½ „ „	7	6	30	11	3
„ cleaning water-tables	170½ „ „	8	0	66	1	4
„ big engine and two men	3 „ „	120	0	18	0	0
„ repairing road	26 days 8 hours „	8	0	10	14	4
„ loading gates.....	4 days „	8	0	1	12	0
„ making up banks	93 days 8 hours „	8	0	37	10	5
„ small engine and man	10 days „	80	0	40	0	0
„ chipping chairs to switches	4 „ „	8	0	1	12	0
„ running fish-bolts	24 „ „	8	0	9	12	0
„ chipping holes for rods.....	1 „ „	8	0	0	8	0
„ erecting platform	4½ „ „	8	0	1	16	0
„ alterations goods roads.....	5½ „ „	9	0	2	9	6
„ cutting and fixing Barlow rails	7 „ „	8	0	2	16	0
„ replacing xg sleepers.....	8 „ „	8	0	3	4	0
„ carting for culvert.....	72 yards „	20	0	72	0	0
„ unloading sleepers, Rydal	3 days „	8	0	1	4	0
				£4,832	0	4
Less by cash	4,473	7	2			
„ 24 beaters, 5s.	6	0	0			
„ 5 hammers, 6s.	1	10	0			
„ 3 rakes, 14 lbs., 4d.	0	4	8			
„ 1 square, 10s.	0	10	0			
„ 6 adzes, 5s. 3d.	1	11	6			
„ 2 staffs, 6s.	0	12	0			
„ 12 augers, 2s. 3d.	1	7	0			
„ 1 ratchet brace, 30s.	1	10	0			
„ 78 lbs. iron, 2½d.	0	16	3			
„ 5 tip drays, 90s.	22	10	0			
„ 22 lbs. blister steel	0	11	0			
„ old fencing, 5 rods, 2s. 6d.	0	12	6			
„ new fencing, 3½ rods, 10s.	1	15	0			
„ repairing gate.....	2	14	0			
„ 1 water cask	0	7	6			
				4,515	18	7
				316	1	9
To 1,200 yards extra bottom ballast as agreed, at 1s. 6d.				90	0	0
„ 2 horses and 1 man, 7½ days, at £1 2s. 6d.				2	16	3
				£408	18	0

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAYS.

(CORRESPONDENCE RESPECTING QUALITY OF IRON USED IN MANUFACTURE OF RAILS FOR THIS COLONY.)

Ordered by the Legislative Assembly to be Printed, 6 September, 1870.

No. 1.

THE UNDER SECRETARY FOR FINANCE AND TRADE TO THE COLONIAL AGENT GENERAL.

The Treasury, New South Wales,
20 April, 1870.

SIR,

I had the honor, by direction of the Colonial Treasurer, to forward to your address, by book post, *via Marseilles*, a copy of the Report of a Select Committee of the Legislative Assembly of this Colony upon "Railway Extension"; and I am now to invite your earnest attention to paragraph 14 of that Report, in which the Committee deem it their duty to call the attention of Parliament to disclosures as to the quality of the iron used in our Railways, in the evidence given before them (references thereto quoted), which have led the Committee to believe that the Colony "has been for years largely and constantly defrauded to an enormous extent in the article of rails."

It having been represented to Mr. Samuel that the specification for the supply of such rails is of the most stringent kind, and invariably for rails of the best quality, it becomes necessary that the Government should be furnished with an immediate explanation of the fact that it was not discovered in England, that the rails referred to in the evidence were not manufactured in accordance with that specification.

I have, &c.,
HENRY LANE.

No. 2.

THE COLONIAL AGENT GENERAL TO THE UNDER SECRETARY FOR FINANCE AND TRADE.

Agency of the Government of New South Wales,
8, Adam-street, Adelphi,
London, W.C., 15 July, 1870.

SIR,

Referring to my letter of the 17th of last month (No. 286), I have the honor to transmit herewith, for the information of the Honorable the Treasurer, the enclosed copy of a letter I have just now received (3.20 p.m.) from Mr. Fowler, together with copies of its enclosures.

2. While I do not doubt that the particular rails reported by the Engineer-in-Chief, forming a part of those supplied by Messrs. Bolckow & Vaughan, and the Weardale Company, respectively, did prove defective in wear, I regard it as so very desirable in every case of complaint that both sides, especially that against which the complaint is directed, shall be thoroughly satisfied that every possible justice has been done them in the matter, that I do not hesitate to recommend that the applications for information severally made by the Firm and Company in question shall be complied with; and that the proposal of the one to send out to the Colony an Agent of their own, specially charged to investigate the whole matter, and the request of the other to have all their damaged rails sent home at their own expense, to be examined, in conjunction with themselves, by an Inspector appointed by Mr. Fowler, shall be assented to and complied with.

3. The whole tone of their letters, and the fact that the courses they propose will involve considerable expense to themselves, evidence good faith, and their adoption will, on the defective quality of their several rails being proved in the way they themselves propose, preclude contest against the right of the Government to have, in such case, their value refunded.

4. I have received the Inspector's reports, forwarded for my perusal by the consulting Engineer, but their number and volume render impossible their examination before the mail closes. I shall, however, as early as possible, carefully go through them, and report the result when forwarding the further reply which Mr. Fowler states his intention of making.

I have, &c.,
W. C. MAYNE,
Agent for the Colony of New South Wales.

[Enclosure.]

[John Fowler, Esq., to The Colonial Agent General.

2, Queen-square-place,
Westminster, S.W.,
15 July, 1870.

Sir,

I beg to acknowledge receipt of your communication dated the 13th day of June, enclosing a letter from the Under Secretary for Finance and Trade of the 20th April, and also a Report of the Select Committee of the New South Wales Parliament on the subject of Railway Extension, in which occurs (paragraph 14) allusion to evidence given before the Committee, by officers of the Government, on the subject of the permanent way materials exported from England and inspected by me.

I have carefully read through the evidence alluded to, and particularly that which was given by Mr. Thomas and by Mr. Mason.

I find that the only portion of Mr. Thomas's statements which are corroborated by Mr. Mason is, as to the wear of the rails; and on this subject a report was received from the Colony in the early part of the year, in which complaints were made by the Engineer-in-Chief of the bad wear of the rails laid down on the railway between Marulan and Goulburn, and requesting that in future tenders be not invited from the firms who supplied rails so complained of, viz., those of Messrs. Bolckow & Vaughan and the Weardale Iron Company; and you thereupon instructed me not to apply to these firms for any future tenders.

These instructions have been carried out, but I have felt it right not to permit the question to rest there, and I accordingly communicated at the time with Messrs. Bolckow & Vaughan, whose rails had failed to the greatest extent, and have received the enclosed letter from those gentlemen.

In the case of the Weardale Company I did not write to them at the time, as I understood their works had changed owners since the period when the rails were supplied, but I have since found that this is not the case, and have therefore written to them on the subject, and enclose their reply.

With respect to these replies I think you will consider they have fairly met the case, as far as they possibly could with the information before them, and you will probably suggest that the further particulars they have asked for should be given to them.

With regard to these firms, Messrs. Bolckow & Vaughan are the largest rail manufacturers in the Cleveland District of Yorkshire, and the Weardale Iron Company are one of the oldest and most respectable firms in the South Yorkshire District.

The characteristic of the iron manufactured by Messrs. Bolckow & Vaughan is hardness and great wear; on the other hand, the characteristic of South Yorkshire iron is great toughness, and it is somewhat softer than that manufactured by Messrs. Bolckow & Vaughan. Both firms have an excellent reputation, and have always evinced a desire to turn out rails of a satisfactory character; and I am at a loss to understand why these particular rails should exhibit wear so rapidly as is described in the Report; and I would suggest that the Government should ascertain if the lines have been properly maintained, and kept at a proper level by careful packing.

I can certainly undertake to say that the defects have not arisen from the want of sufficient supervision during the course of manufacture; that supervision was close and constant, as you will perceive by my Inspector's voluminous reports made from time to time during the execution of the orders; and these are now sent for your perusal, together with the instructions given to them.

I will reply further on some other portions of the evidence contained in the Report in a few days.

I am, &c.,
JOHN FOWLER.

[Sub-enclosures.]

Messrs. Bolckow, Vaughan, & Co. to John Fowler, Esq.

Bolckow, Vaughan, & Co. (Limited),
General Manager's Office,
Middlesbro-on-Tees, 6 January, 1870.

Dear Sir,

In reply to your communication on the subject of the rails supplied by us for the New South Wales Railways, we can only state our great regret that you have to complain of them in any way.

We hope you will excuse us saying that, as we never before in our long experience knew any considerable number of our rails to fail within moderate time under reasonable work, and as the rails we supplied for New South Wales were, we believe, in every respect at least equal to those we generally make, we feel convinced that those now under consideration must have met with exceptional treatment.

We would like to have particulars of the defects complained of, and we hope you will oblige us by obtaining a list of the rails in detail, with the nature of the defects set against each, and, as well, information as to the position in the line in which each was placed, whether at or near stations, watering-places, or other extremely worked portions of the Railway.

Rather than rest under the imputation of having supplied to you rails of bad quality, we will send out to New South Wales an agent of our own specially charged to investigate the whole matter.

We confidently assert that there is not in Great Britain any railmaker whose character stands higher than our own, and we know how readily you may test this assertion if you consider it needs testing.

During the last three or four years we have supplied to the Great Northern Railway, the North-eastern Railway, the London and North-western Railway, and sundry other of the chief of the English railways, enormous quantities of rails, which have always given the greatest satisfaction. To the three Companies named we sent about 30,000 tons within four or five years, and we shall feel much satisfaction if you will make application to any of those Companies as to the manner in which our contracts have been executed.

We are, &c.,

BOLCKOW, VAUGHAN, & Co. (Limited),
P. EDW. WILLIAMS,
General Manager.2, Queen-square-place, Westminster,
London, S.W.

John Rogerson, Esq., to John Fowler, Esq.

The Weardale Iron and Coal Co. (Limited),
Judhoe Iron Works, Newcastle-upon-Tyne,
12 July, 1870.

Dear Sir,

We have received your letter of the 23rd ultimo, from which we see with great concern that a complaint has been made of the quality of the rails supplied by us to the New South Wales Railway, between the years 1862 and 1864, and that upon a length of 20 miles, which has been opened only two and a half years, sixty-eight of our rails have been taken up.

We deem it necessary to ask what proportion of the 20 miles were laid with the rails supplied by us, and had they been previously used in the construction of the railway before being laid down in the permanent way, or laid at stations,—were they crushed or laminated, or did they break when in use? For the distance named the quantity is small under ordinary circumstances, and below the average on lines in the north of England, while ordinarily a larger number fail from insufficient ballasting, bad sleepers, and accidental wear.

As

As this is a charge seriously affecting our reputation as makers of the highest class rails only, we request that all the damaged rails be sent home at our expense, and we trust you will appoint an Inspector to examine the same with us in order that the charge may be properly investigated, and at the same time supply us with the information of the amount of work the rails have undergone.

You are no doubt fully aware that we make our rails and iron from a uniform quality of minerals, and the iron supplied by us stands the highest tests and wear, and that we supply the principal English and Indian Railways, from whom we have no complaints. The high quality of the iron is such that besides the Cumberland hæmatite it is the only iron in England that can be converted into steel by the Bessemer process.

2, Queen-square-place,
Westminster.

We remain, &c.,
(For the Weardale Iron & Coal Co.),
JOHN ROGERSON.

1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAYS.

(FURTHER CORRESPONDENCE RESPECTING QUALITY OF IRON USED IN MANUFACTURE OF RAILS FOR THIS COLONY.)

Ordered by the Legislative Assembly to be Printed, 19 October, 1870.

Laid upon the Table of the Legislative Assembly in continuation of the Correspondence already laid upon the Table, and ordered to be printed 6th September, 1870.

THE AGENT-GENERAL FOR NEW SOUTH WALES TO THE UNDER SECRETARY FOR FINANCE AND TRADE.

Agency of the Government of New South Wales,
8, Adam-street, Adelphi,
London, W.C., 11 August, 1870.

SIR,

Referring to my letter No. 299, of 15th July last, I have the honor to enclose, for the information of the Honorable the Treasurer, copies of communications I have this day received from Mr. Baldry, in Mr. Fowler's unavoidable absence from England.

2. Time does not admit of my having copies *in extenso* made of the documents forwarded to me from Mr. Fowler, but I have examined these, and have found that they show the results set forth in the letter of yesterday giving the annual cost of maintenance of several single lines of Railway in England and Ireland, and their general average per annum under that head.

I have, &c.,
W. C. MAYNE,
Agent-General for New South Wales.

J. D. BALDRY, Esq., to THE AGENT-GENERAL FOR NEW SOUTH WALES.

2, Queen-square-place, Westminster, S.W.,
10 August, 1870.

SIR,

Mr. Fowler being engaged as a member of the Commission appointed by the Indian Government (who are about to carry out small gauge railways in India) in the inspection of the 3 ft. 6 in. gauge railways of Norway, will not return to England in time to continue his answer on the subject of the Report of the Select Committee of the Legislative Assembly of New South Wales, by this mail.

I beg therefore that you will kindly consider that he has by no means exhausted his reply, or that he does not intend to say anything further on the subject, but that by the engagements I have referred to he is detained from England.

I am, &c.,
J. D. BALDRY.

J. D. BALDRY, Esq., to THE AGENT-GENERAL FOR NEW SOUTH WALES.

2, Queen-square-place, Westminster, S.W.,
10 August, 1870.

SIR,

With regard to the maintenance of permanent-way in the Colony, respecting which some evidence was given before the Select Committee on Railway Extension, it has occurred to me that so far from the cost being in excess of what it should be, that really it was smaller than might be expected.

To ascertain this in some measure by comparison, I have procured some returns of the cost of maintaining similar lines here; the single line system although now increasing has been little used, and it is not easy to find cases that may be cited as parallel, but the following are perhaps nearly so:—

	£	s.	d.
Single line in the Isle of Wight	173	12	3
Single branch tributary-line to the Great Northern Railway	144	17	9
Severn Valley Railway tributary to the Great Western Railway, average of five years	152	12	8
Average of five railways in Ireland... ..	146	7	2
	4)617 9 10		
General average per annum... ..	154	7	5½

I enclose the documents.

From these cases, which I think are fair averages of cost of single lines, you will notice that the maintenance is but little below that of the lines in New South Wales; and considering the large extra rate of labour in the Colony, which constitutes the greater part of the cost, the inference is that either some element of expense is left out of the return given at page 4 of the appendix, which shows the average cost of maintenance for five years to be £162 12s., or that the lines in New South Wales have not sufficient labour bestowed upon them, and the permanent-way materials would of necessity deteriorate in more rapid manner than should fairly be attributable to them.

Without attaching too much importance to these comparisons you may perhaps think it worth while to draw attention to this subject in the Colony.

I am, &c.,
JOHN FOWLER.
per J. D. BALDREY.

THE COLONIAL TREASURER to THE SECRETARY FOR PUBLIC WORKS.

This correspondence should be printed and laid before Parliament in continuation of that already submitted.

S.S., 29/7/70.

The average cost in five years in New South Wales was £162 12s.; in 1869 it was £127.

MAINTENANCE and renewal of Permanent-way on the lines of Railway in the United Kingdom, for the year 1867.

Name of Company.	Length in Miles.			Maintenance of Permanent-way per Mile.	Remarks.
	Double.	Single.	Total.		
All railways in the United Kingdom	7,834	6,403	14,247	£ 264	
England and Wales	6,378	3,659	10,037	302	
Great Northern	419	105	524	366*	See note below. do. Average, £207 14s. 3d. { Total working expenditure, £571 per mile; proportion of expenses to receipts, £43.
Great Western	845	513	1,358	311*	
Somerset and Dorset .....	.....	66	66	121	
South Devon	34	78	112	245	
Rhymney	3	22	25	289	
Swansea Vale .....	.....	20	20	156	
Vale of Clyd .....	.....	10	10	213	
Isle of Wight .....	.....	12	12	140	
Cornwall	4	62	66	190	
Festiniog .....	.....	14	14	107	
Sishowy .....	.....	14	14	212	
SCOTCH RAILWAYS.					
All Lines in Scotland	966	1,316	2,282	208	Railways having for the most part single lines of rail are taken, in order better to compare with our railways.
Forth and Clyde Junction .....	.....	30	30	168	
IRISH RAILWAYS.					
All Lines in Ireland.....	500	1,428	1,928	134	It will be seen that the single lines exceed the average for all lines; doubtless this is exceptional.
Belfast and Northern Counties	7	144	151	150	
Dublin, Wicklow and Wexford	18	89	107	181	
RECAPITULATION.					
England and Wales	6,378	3,659	10,037	302	
Scotland	966	1,316	2,282	208	
Ireland	500	1,428	1,928	134	
The above combined.....	7,844	6,403	14,247	264	

* These two lines are quoted in answer to Mr. Thomas' statement before Committee, that the maintenance, &c., was from £90 to £100 per mile. (See answer to question No. 78.)

C.A.G., 1/10/70.

1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAYS.

(FURTHER CORRESPONDENCE, REPORTS, ETC., RESPECTING QUALITY OF IRON USED IN MANUFACTURE OF RAILS FOR THIS COLONY, ETC.)

Ordered by the Legislative Assembly to be Printed, 15 November, 1870.

SCHEDULE.

NO.		PAGE.
1.	The Colonial Agent General to the Under Secretary for Finance and Trade. Enclosure	1
2.	John Fowler, Esq., Consulting Engineer, London, to the Colonial Agent General. Enclosures	2

No. 1.

THE COLONIAL AGENT GENERAL TO THE UNDER SECRETARY FOR FINANCE AND TRADE.
Agency of the Government of New South Wales,
8, Adam-street, Adelphi,
London, W.C., 31 August, 1870.

SIR,

I have the honor now to enclose, for the information of the Honorable the Treasurer, Mr. Fowler's explanation with reference to the allegations on which paragraph 14 of the "Report from the Select Committee on Railway Extension" was based.

2. That explanation appears to me so clear and satisfactory that, confining myself to corroboration on some points, I shall not weaken its force by, nor encumber it with, comment.

3. I have had the data in this office as to the prices of rails examined, and I am consequently in a position to testify to the correctness of the averages given by Mr. Fowler in paragraph 3 of his letter and its enclosure No. 1.

4. I have gone through the original reports made from time to time to Mr. Fowler by his inspectors charged with the supervision of the engines under construction, which place it beyond doubt that these "were not only erected in England, but tried in steam, and also in shunting on the line."

I shall return those reports to Mr. Fowler, they being records of his office. I do not forward copies of them, because to make such would occupy much time to no good purpose, and their transmission would involve very largely increased and unnecessary postage.

5. As regards the steps taken by Mr. Fowler to secure good quality of rails, I would refer the Treasurer to the specifications under which they have been supplied. These are in possession of the Railway Department, and will speak for themselves.

The enclosed copy of Mr. Fowler's instructions to his inspectors at the works will show the Treasurer that these gentlemen have carefully considered, and stringent orders calculated to secure watchful supervision, the application of proper tests, and the faithful performance generally of the contracts.

6. Mr. Fowler having placed unreservedly in my hands for perusal, the reports, references, and communications addressed to him by the inspectors at the several works charged with the supervision of the contracts for permanent way material, and his replies and communications, I have carefully gone through those connected with Messrs. Bolekow & Vaughan's contracts for rails, &c. These range, in connection with the material for the Southern Line, over the period from the 20th of April, 1866, to 31st August, 1867, are included in thirty-four separate reports and letters, containing 101 pages of manuscript; in connection with that for the Western Line, extend from the 4th of September, 1867, to the 26th of November, 1867, are fifteen in number, and contain thirty-one pages of manuscript.

Mr. Fowler's communications to the inspectors and contractors in connection with both range through both periods, are twenty-nine in number, and contain forty-six pages of manuscript. I have given these details to prove that strict attention to the instructions given them is exacted by Mr. Fowler from his inspectors.

The perusal of all the documents referred to has left no doubt in my mind,—would leave, I consider no room for doubt in any candid mind,—that the supervision at the works during the execution of the contracts was closely and constantly directed to the faithful carrying out of the specifications, that the application of proper tests was full and repeated, and that no undue leaning whatever was shown towards the contractors.

7. I should be wanting in mere justice to Mr. Fowler, did I not, in forwarding his explanation, emphatically state my absolute conviction that, in no case coming within the range of his duties as Consulting Engineer, have the interests of the Colony been otherwise than jealously and faithfully guarded by him. That this should be so the Colony had full right to expect; that it has been so, Mr. Fowler's unblemished reputation, his high character, and his professional position, all guarantee.

I have, &c.,
W. C. MAYNE,
Agent General for New South Wales.

[Enclosure.]

New South Wales Railways—Instructions for Rail Inspector.

- 1st. The Rail Inspector is to be supplied, before the work of this contract is commenced, with—
 - A copy of the specification.
 - A template of the rail contracted for.
 - Gauges for measuring exactly the position of the holes to be punched in the ends of each rail.
 - A measure to determine the exact length of each rail.
- 2nd. The Inspector is to see that there is a lever machine placed near the rolling mill, which will admit of 20, 30, and 35 tons, or any intermediate number of tons, being put on the centre of a length of rail placed on bearings 3 feet 6 inches apart, and is to send up a sketch of this machine, and his calculations proving that it will weigh correctly.
- 3rd. He is to see that the mode of manufacture specified is exactly carried out, unless he shall receive, in writing, an authority from Mr. Fowler to allow a deviation from this mode of manufacture.
- 4th. He is to apply the templates to the rails rolled at each mill, to prove the rails are perfectly true to the templates.
- 5th. He is to weigh and measure ten separate rails, and report the exact length and weight thereof. This is to be done at the commencement of the contract, and repeated as he may be instructed.
- 6th. He is to select certain rails and see that the length of each is within a quarter of an inch of that specified, and also to take care that the method employed in placing the rail when it is cut insures regularity and exactness in the required lengths.
- 7th. He is frequently to apply his gauges to each end of rails to prove that the holes are correctly punched, and see that the gauge used is correct.
- 8th. He is to select for himself two or more 4-foot lengths of rails which fairly represent the bulk then made, and to test their deflection; and if the deflection be more than $\frac{1}{4}$ inch under a 20-ton load, or more than 2 inches under a 30-ton load, he is to make further tests and have the stack of rails so placed and marked as to ensure its not being delivered as a part of the contract, unless with the written authority of Mr. Fowler, to whom he shall in meantime have made his report in detail with the result of such tests.
- 9th. He is to have one of these lengths slightly nicked all round and laid on its side under a tilt hammer with a piece of say $\frac{1}{2}$ -inch iron put on it and broken with one blow of the hammer. One end of this broken piece he is to send to the London office; and if in his opinion it is not of good quality, he is to report this fact to Mr. Fowler at the time of forwarding the sample.
- 10th. He is to keep all his original tests, measurements, and remarks, in order in one note-book, which Mr. Fowler will examine from time to time.
- 11th. His reasons for rejection will be, unsoundness, flaws, and bad welding of the pile, irregular lengths, bad punching, not square or not straight, not bearing tests, fracture showing bad quality, or any other imperfection detracting from the wear or strength of the rail; and his note-book must contain a careful register of these.
- 12th. He is to make a weekly return of rails made, examined, tested, and passed.

No. 2.

JOHN FOWLER, ESQ., TO THE COLONIAL AGENT GENERAL.

2, Queen-square-place,
Westminster, S.W.,
23 August, 1870.

SIR,

In continuation of my letter of the 15th July, replying to your communication enclosing letter from the Secretary of Finance and Trade of the 20th April, I will now beg to make one or two observations as to the evidence given before the Select Committee of the Legislative Assembly upon which the paragraph No. 14 in the Report was based; and in doing so, I will endeavour to confine myself to such portions as refer to the duties performed by me on behalf of the Colonial Government.

With regard to the evidence of Mr. Whitton, the Engineer-in-Chief, I have already replied to the specific complaint as to the wear of the rails between Marulan and Goulburn. I may, however, draw attention to the fact that, in Mr. Whitton's evidence, page 45, though the wear of the rails over the worst portion is shown to be 2½ per cent. in five months,—in the total quantity as enumerated by that gentleman, including this worst portion, the quantity is less than 1 per cent. in forty months, and, excluding the worst portion (Marulan to Goulburn), it is but little more than ½ per cent. ('56), or one rail in 176, in an average wear of forty-seven months, or nearly four years; which I venture to say is really proof of most excellent quality.

With regard to Mr. Mason's evidence, he must have been misinformed as to the price paid for rails. Enclosure No. 1. You will perceive by the enclosed statement that the average price paid for rails in 1866 and 1867 was £7 12s. 9d. per ton, instead of £8 19s. per ton, as stated by Mr. Mason (at page 27 of the Report), and (at page 29) the average price said by Mr. Mason to have been paid for rails during the years 1859 to 1863 was £8 0s. 8d. During the portion of that period in which I was concerned in the purchase of rails for the Colony, viz., 1861 to 1863, the average price is shown to be £7 11s. 4d. per ton. I believe you have data in your office by which you can corroborate these facts.

As regards the suggestions offered by Mr. Mason with a view of ensuring better quality of rails, it is obvious at once that the mode recommended in his evidence (page 29, question 735), viz., that of inspection and test subject to rejection on arrival of the materials in the Colony, would not by any means afford a better security of good rails, and it would materially increase the cost without ensuring the only test not applied in England, viz., that of wear.

I have for years considered the question of the best method of obtaining really good wearing rails, and in England I now adopt the system of guarantee for a certain number of years, in addition to inspection during manufacture, and this I find to be the best plan, because here the substitution of new rails for those that fail is a matter of comparatively small expense, and adds but little to the first cost; but it would so much increase the cost of the rails if a similar plan were adopted for those sent to the Colony, that it is cheaper to rely on inspection in England, and take the risk of a few failures, than to have them guaranteed for, say five or seven years, which would add greatly to the price without anything like equivalent advantage.

As regards the mode of purchasing the rails, I think that under the system of open competition you get somewhat lower prices, but inspection becomes more difficult, and in spite of every care you are more liable to get inferior rails; whereas in a limited competition from selected manufacturers of high reputation, you get a much smaller percentage of inferior rails, but perhaps pay a little higher price.

The best method to be adopted in the selection of manufacturers is, I still venture to think, what was done when rails were first purchased for the Colony, and what has been again resorted to lately, viz., the selection of firms of the very highest reputation only (but in sufficient numbers to ensure a wholesome competition), so that with the attention we give the inspection here in England, you secure materials of the best possible quality, and at a reasonable price.

As regards the evidence given by another of the officers of the Colonial Government (Mr. Thomas), of the charges brought against myself, and the inferences drawn by him, I will say as little as possible. The statements are fortunately corrected for the most part by the evidence of the Engineer-in-Chief, and I will therefore only reply to a few of the salient points in the evidence which were not corrected, in order to show the weight that should be attached to that evidence.

Mr. Thomas (at page 3) says that the cost of maintenance on the Great Western Railway and Great Northern Railway, in England, is £90 or £100 per mile (here Mr. Thomas clearly refers to the main lines of these two railways, because he speaks of the enormous day and night traffic). I enclose letters from the Engineers of those Companies, by which it will be seen that during the years 1867-8-9, the cost of maintenance of permanent way on those railways in one case was three times that sum, and in the other is £528, or more than five times that sum! Enclosures Nos. 2 and 3.

Mr. Thomas says (at page 23) that "engines have come out that had not been put together in England, and could not be put together in the Colony."

Enclosed are my inspectors' reports, which will show that the engines were not only erected in England, but tried in steam, and also in shunting on the line; and I enclose affidavits which Messrs. Stephenson and Messrs. Beyer & Peacock have forwarded in reply to my letter, in which I enclosed a copy of that portion of Mr. Thomas' evidence referring to these engines. Enclosure No. 4. (Not forwarded.) Enclosures Nos. 5 and 6.

I will only instance one or two other cases in Mr. Thomas' evidence, not otherwise referred to, in further illustration of its inaccuracy.

In referring to locomotives, Mr. Thomas states (at page 20) that the power exerted by a powerful engine is 60-horse power. This is certainly less than one-fourth of the power exerted by ordinary locomotives. I enclose details and figures to show this, as relates to two classes of engines we have sent out to the Colony. Enclosure No. 7.

At page 7, Mr. Thomas states that he is familiar with the process of kyanizing timber, and that it is by means of kresote. Mr. Thomas cannot possibly have had any familiarity with this process as he states, for it is effected by means of chloride of mercury (corrosive sublimate), and not by kresote. The name given to it was from Kyan, the person who first introduced it.

The animus that suggested a complaint as to the falling of a stone (pages 4 and 23) which broke a rail, is self-evident, and, but for the explanatory evidence of the Engineer-in-Chief, would not have been made known to the Committee. This stone or rock must have fallen with a force of more than 100 tons!

Many other inaccuracies occur in Mr. Thomas' statements, but they have been either already dealt with or corrected by subsequent evidence.

As regards the prices paid by the Colonial Government, and the statements made by Mr. Thomas (page 4), that they are greatly in excess of those paid by Companies in England,—I may say that comparison as to cost is exceedingly difficult to arrive at. The market, specification, urgency of delivery, time of year, and other causes, all in one way or other tend to affect the price, and therefore comparisons are fallacious; but the enclosed letters from engineers of two of the largest English Railways, viz., the London and North-western, and the Lancashire and Yorkshire, show that the price is much about the same as paid by those Companies, although in the case of English Railways they take delivery generally on any portion of their line, whereas our delivery is free on board in London or Liverpool; in fact, the prices paid by the Colony have been fair and just without fear or favour to any man, and of the market value for the quality of rail supplied. Enclosure No. 8.

As regards the personal portions of Mr. Thomas' evidence, I am able to say, and that most emphatically, that any charges of neglect or carelessness in carrying out the orders for the Colony are unjust and totally without foundation.

With respect to the duties themselves which I perform,—having had to carry out very large works of construction throughout Great Britain and elsewhere during the last thirty years, and having always paid the greatest attention to the quality of materials used in construction,—I am convinced that there is no system of supervision and inspection established in this country for similar purposes which is more efficient and complete than my own, nor is more care taken in examination and testing of materials; but of course it may possibly happen that sometimes and under some conditions an article passes which it would be better should not pass; absolute perfection is unattainable, and where materials are manufactured in many parts, some portions may escape the most vigilant; but if on the whole the materials delivered are in accordance with the spirit and conditions of the specification, and at least equal to the standard of similar materials supplied to first-class railways in England, the object of inspection is effected; and I have no hesitation in saying that such has been the case with materials sent to Sydney, and inspected by me.

I repeat, therefore, what is a patent and provable fact, that every article supplied from England for the Government of New South Wales is obtained from the manufacturers on the best terms that are possible, that a large staff of competent and experienced inspectors are employed and liberally paid by me, and that every means are used to prevent anything being sent out that does not comply with the requirements of the Colonial Government; and I believe that on the whole I have succeeded in procuring for the Government an honest fulfilment of the contracts entered into for them.

I trust it will not be understood that I am claiming here an undue preference for my services, or depreciating the proper right of the Colonial Government to ask explanations from their Agent or officers whenever they see fit occasion to do so; but I think that occupying the position I do in England, my public character claims for me some consideration and weight in the replies that I make from time to time in these explanations, and that it should be considered I would not descend to make excuses untruthfully for any omissions of duties either by myself or my employes; and I must be permitted to express my regret that censure should have been based upon evidence so obviously exaggerated, and which I fear was influenced by some personal feeling.

I am, &c.,
JOHN FOWLER.

[Enclosure No. 1.]

NEW SOUTH WALES RAILWAYS.

STATEMENT showing average cost per ton paid for Rails during certain periods, 1861-3 and 1866 & 7. 1861-2-3.

Date.	Tonnage.	Total Cost.	Manufacturer.
		£ s. d.	
1861	1,058	8,518 0 0	Beale & Co.
1862	751	5,443 0 0	Weardale Iron Co.
1862	350	2,649 0 0	Ebbw Vale Co.
1863	802	5,816 0 0	Weardale Iron Co.
1863	701	5,284 0 0	Ebbw Vale Co.
Totals.....	3,662	£27,710 0 0	
Average cost per ton during 1861 to 1863.....£7 11s. 4d.			

1866-7.

Date.	Tonnage.	Total Cost.	Manufacturer.
		£ s. d.	
1866	2,064	15,996 16 0	Losh, Wilson, & Bell.
1867	2,064	16,576 0 0	Rhymney Iron Co.
1867	4,948	37,924 0 0	Bolekov & Vaughan.
1867	296	2,266 0 0	Do. do.
1867	2,126	16,244 4 0	Do. do.
1867	1,062	6,939 0 0	Darlington Iron Co.
Totals.....	12,560	£95,946 0 0	
Average cost per ton during 1866 & 7 £7 12s. 9d.			

[Enclosure No. 2.]

Richard Johnson, Esq., to John Fowler, Esq.
The Great Northern Railway,
Engineer's Office,
King's Cross, London, N., 26 July, 1870.

Dear Sir,

At the request of Mr. Baldry, I have much pleasure in handing to you herewith, in detail, the cost per mile of our main line maintenance from London to Askerne (160½ miles) for the past three years.

I am, &c.,
RICHD. JOHNSON.

GREAT NORTHERN RAILWAY.

COMPARATIVE Half-yearly Cost per Mile of Engineering Expenses.

	1867.		1868.		1869.		1867.		1868.		1869.	
	January to June.	July to December.	January to June.	July to December.	January to June.	July to December.	January to June.	July to December.	January to June.	July to December.	January to June.	July to December.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
London Stations and Main Line, South District=75½ miles.												
Maintenance of way	56 5 4	68 3 6	60 1 0	59 2 5	60 4 3	65 8 11	61 3 0	71 8 0	58 9 5	49 8 4	64 10 9	80 18 9
Renewal of way	115 13 2	60 19 8	96 7 6	102 9 11	97 9 1	52 14 7	153 3 7	169 2 7	137 9 9	108 3 9	83 18 4	81 5 5
Ballasting	2 6 3	0 19 10	1 9 8	0 10 5	4 17 9	5 15 0	1 0 7	1 11 10	2 1 1	1 16 1	1 7 2	1 11 8
Gates, fences, &c.	13 10 5	9 13 8	6 10 0	25 16 7	14 5 8	21 10 3	9 6 6	9 9 10	9 17 4	17 16 0	16 0 4	20 6 11
Works of line	25 9 9	54 5 7	17 7 0	11 18 4	26 1 11	10 19 2	11 4 2	4 9 0	5 2 1	5 10 0	4 16 0	6 6 0
Station works	67 18 1	68 11 9	73 16 4	69 6 7	71 6 3	66 1 8	38 16 1	37 12 2	23 3 3	20 13 7	37 3 9	38 4 10
Roads and yards	17 6 4	15 17 2	15 0 0	13 14 6	14 18 5	14 7 8	3 3 5	0 14 8	1 14 0	1 13 10	1 17 6	3 9 4
Houses and buildings ..	34 8 9	27 11 6	39 17 4	51 5 0	69 6 8	115 17 6	10 1 1	11 1 2	4 16 6	4 6 5	10 19 7	14 1 2
Signals	10 7 11	7 16 4	14 9 4	12 7 6	27 5 1	20 5 9	1 8 6	4 10 10	3 11 1	4 13 2	6 17 5	7 7 0
Gas and water-works	8 12 9	7 17 9	6 11 10	9 1 4	5 3 8	7 14 3	2 4 8	1 12 0	0 17 0	1 1 7	0 14 7	2 13 10
Staff and office charges ..	7 7 5	7 15 1	3 19 0	4 15 7	5 13 2	5 10 11	5 10 2	5 11 11	4 10 5	5 19 7	6 14 1	6 14 3
General charges	4 15 11	3 14 4	3 3 0	3 0 10	*	*	*	*	*	*	*	*
£	364 2 1	333 6 2	338 12 0	363 9 0	396 11 11	386 5 8	297 1 8	317 4 0	251 11 11	221 2 2	235 8 6	262 19 2

* General charges abandoned.—R.J.

Average cost per mile per annum during the above three years, £27 8s. 11d. Average cost per mile per annum during the above three years, £28 9s. 2d.
Average cost per mile per annum for the whole of the main line (160½ miles) from London to Askerne, including the goods and passenger stations in London, £627 19s.

26 July, 1870.

RICHD. JOHNSON.

GREAT NORTHERN RAILWAY.
COMPARATIVE Monthly Statement of Engineering Expenses.

	5 Weeks ending 1st Aug., 1868.	5 Weeks ending 31st July, 1869.	4 Weeks ending 29th Aug., 1868.	4 Weeks ending 28th Aug., 1869.	4 Weeks ending 26th Sept., 1868.	4 Weeks ending 25th Sept., 1869.	4 Weeks ending 24th Oct., 1868.	4 Weeks ending 23rd Oct., 1869.	4 Weeks ending 21st Nov., 1868.	4 Weeks ending 20th Nov., 1869.	5 Weeks ending 31st Dec., 1868.	5 Weeks ending 31st Dec., 1869.	Total, Half-year ending 31st Dec., 1868.	Total, Half-year ending 31st Dec., 1869.	Average cost per Mile.			
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
	Boston and Grimsby=47½ miles.—Double Line.																	
Maintenance of way	295 6 10	471 3 8	369 12 7	262 11 1	537 7 11	545 1 9	456 19 4	463 19 3	673 5 10	527 0 10	303 11 3	369 6 8	2,636 3 9	2,639 3 3	÷ 47½ miles	55 10 0	55 11 3	
Ballasting	.....	0 12 0	.....	1 14 10	7 16 3	0 12 0	.....	.....	.....	.....	.....	.....	7 16 3	2 18 10		0 3 4	0 1 3
Gates, fences, &c.	27 2 10	51 13 9	26 7 1	79 17 11	57 2 0	21 12 11	15 14 3	12 17 8	14 6 10	14 0 11	80 3 2	91 15 8	220 16 2	271 18 10		4 13 0	5 14 6	
Works of line	0 5 5	20 3 3	.....	20 4 1	0 0 4	18 16 2	.....	.....	.....	.....	0 9 9	0 14 2	0 15 6	59 17 8		0 0 4	1 5 2
Station works	60 14 10	37 10 5	25 1 8	29 2 5	80 17 11	50 6 2	107 11 7	45 14 11	52 12 6	35 12 8	40 15 3	37 3 7	367 13 9	235 10 2		7 14 10	4 19 2	
Roads and yards	1 17 6	1 9 8	0 14 0	22 0 2	1 2 11	2 18 0	5 4 4	3 14 0	8 16 7	5 0 1	54 0 9	5 17 4	71 16 1	40 19 3		1 10 2	0 17 3	
Houses and buildings	26 15 11	16 7 7	18 7 4	15 0 7	14 0 9	17 11 2	8 4 10	17 9 4	11 13 1	22 3 8	37 12 10	35 4 9	116 14 9	123 17 1		2 9 2	2 12 2	
Signals	10 2 3	3 19 7	6 0 7	3 5 8	5 18 8	9 1 11	10 4 4	15 10 9	8 0 2	10 0 10	9 19 5	13 19 9	50 5 5	55 18 6		1 1 2	1 3 7	
Gas and water-works	2 2 1	0 8 0	1 8 8	1 1 0	3 8 9	5 10 11	1 14 1	2 0 3	0 8 0	0 12 4	1 16 6	2 0 11	10 18 1	11 13 5		0 4 7	0 4 11	
Staff and office charges	9 9 2	7 15 9	10 17 0	6 13 4	27 13 5	25 14 0	8 4 11	6 16 10	8 4 9	6 13 10	36 1 3	37 18 8	100 10 6	91 12 5		2 2 3	1 18 6	
	433 16 10	611 3 8	458 8 11	441 11 1	735 8 11	697 5 0	613 17 8	568 3 0	777 7 9	621 5 2	564 10 2	594 1 6	3,583 10 3	3,533 9 5	÷ 47½ miles	75 8 10	74 7 9	=149 16 7 per mile per ann. for maintenance.
Renewal of way	471 6 9	425 19 2		9 18 5	8 19 4	= 18 17 9 per mile per ann. for renewal of way.
																85 7 3	83 7 1	=168 14 4 per mile per ann., all costs.

or

[Enclosure No. 3.]

W. G. Owen, Esq., to J. Baldry, Esq.

Great Western Railway,
Engineer's Office, Paddington, W.,
2 July, 1870.

Dear Sir,

The average cost of maintenance and renewals in—

1867	was	£305	9	0	per mile per annum.
1868	"	280	13	1	" "
1869	"	273	8	9	" "

We have no record made up of the cost of *single* lines, or of mixed gauge lines; but if you will let me know what you require I shall be very glad to pick up the results from our returns.

It is necessary to know the particular circumstances connected with each class of maintenance, before we are able to draw safe conclusions; as for instance, most of our single lines are very modern, and the maintenance is therefore *lower* than it will be when they attain an average life.

The opening of every new piece of single line with light traffic materially reduces the general average of the whole system, and might if unexplained lead to the impression that we are spending too little on the line.

Yours truly,
W. G. OWEN.

2, Queen-square-place, Westminster.

We shall be happy to send you any detail Mr. Fowler wishes for.

[Enclosure No. 5.]

Charles Manby, Esq., to John Fowler, Esq.

24, Great George-street, Westminster, S.W.,
26 July, 1870.*New South Wales Railway.*

Dear Sir,

In reply to your letter, enclosing an extract from evidence given by an officer of the Government, before the Legislative Assembly, in respect of engines supplied for the New South Wales Government, we beg to transmit to you the affidavit of Mr. G. K. Douglas, the engineering manager of our works, corroborated by that of Mr. Crow, the general foreman of construction, and Mr. Anderson, the foreman of the erecting shop, as to the fitting, erection, and trial of our engines Nos. 1541 to 1549 inclusive, before we delivered them for shipment; and this statement can be corroborated in every respect by your own inspector, who was at our works during the construction and the whole time of the trials of these engines.

We are, &c.,
pro ROBERT STEPHENSON & Co.,
CHARLES MANBY.

A.

AFFIDAVIT OF MR. G. K. DOUGLAS.

New South Wales Railways.

WHEREAS it has come to the knowledge of Messrs. R. Stephenson & Co., of the borough and county of Newcastle-upon-Tyne, engine manufacturers, that certain statements have been made in the Colony of New South Wales, reflecting on the manner in which certain locomotive engines, numbered by them 1541 to 1549, both inclusive, were constructed, packed, and sent out to such Colony: Now I, George Katz Douglas, of Newcastle-upon-Tyne aforesaid, engineering manager of the manufactory of the said firm, do hereby make oath and say as follows:—

1. I well remember the said engines, numbered respectively 1541 to 1549, both inclusive, having seen them continually in course of their construction.
2. That the said engines were manufactured of the best materials, and in a thoroughly workmanlike manner; that after their construction they were carefully fitted and properly tried under steam, with every part attached, that everything was done which could be done to ascertain that every part had been perfectly fitted and was in thorough working order, before the said engines were taken to pieces, numbered, figured, lettered, and packed for shipment to the said Colony.
3. That the said engines were carefully inspected during the progress of their manufacture, trial under steam, and packing, by a competent independent inspector, appointed by Mr. John Fowler, civil engineer, London.
4. That the said engines were so distinctly marked and lettered that they could have been erected, on their arrival in the said Colony, by any ordinarily intelligent engine-fitter conversant with the construction of locomotive engines; all the parts having been, as before stated, carefully figured, numbered, and lettered, as is the consistent practice of the said Robert Stephenson & Co.
5. That I have been engineering manager of the said firm of Robert Stephenson & Co. for a period of nine years, and during that time no locomotive engine has ever been allowed to be sent out from the said works without its having been first entirely and completely erected, perfectly fitted, and thoroughly tried under steam; and in order to insure the utmost efficiency, the boilers have been invariably subjected to two severe trials,—first under steam, with a pressure of two hundred pounds per square inch, and secondly with cold water under hydraulic pressure, prior to the erection of the engines and their trial under steam, in the presence of the inspector appointed by the engineer acting for the purchaser.
6. That in every particular, the usual practice of the said firm of Robert Stephenson & Co. was carried out in regard to the said engines, numbered 1541 to 1549, both inclusive; and generally, that the said engines were constructed and fitted in such a perfect manner as would with justice have been perfectly satisfactory to any practical locomotive engineer of experience.

GEORGE KATZ DOUGLAS.

Sworn at Newcastle-upon-Tyne aforesaid, this 18th day of July, 1870, before me,—

R. R. DEES,

A Commissioner to administer Oaths in Chancery in England.

This is the affidavit of George Katz Douglas, marked A, referred to in the affidavit of George Crow and Robert Anderson.

Sworn before me, the 18th day of July, 1870,—
R. R. DEES.

AFFIDAVIT OF MR. G. CROW AND MR. R. ANDERSON.

New South Wales Railways.

We, George Crow, of the borough and county of Newcastle-upon-Tyne, general foreman for the firm of Messieurs Robert Stephenson & Company, and Robert Anderson, of Newcastle-upon-Tyne aforesaid, foreman of the erecting shop in the manufactory of the said Messieurs Robert Stephenson & Company, jointly and severally make oath and say as follows:—

1. That each of us has read the affidavit of Mr. George Katz Douglas, dated the eighteenth day of July, one thousand eight hundred and seventy, herewith annexed, marked A, relating to the construction, fitting, numbering, lettering, trials, and proving of the engines numbers 1541 to 1549 inclusive, and which said engines were sent out to the Colony of New South Wales.
2. That the statements made in the said affidavit by the said George Katz Douglas are all correct and true in every respect.

3. That all the precautions for obtaining the best class of work and of precision in fitting and adjustment, as detailed in the affidavit of the aforesaid George Katz Douglas, are and have been invariably taken in all the work entrusted to our supervision by Messieurs Robert Stephenson & Company.

And I, the said George Crow, for myself say that I have during the period of thirty years had the personal superintendence of the construction, putting, and fitting together of all engines manufactured by the said firm of Robert Stephenson & Company.

And I, the said Robert Anderson, for myself say that I have for ten years been foreman of the erecting shop of the said firm of Robert Stephenson & Company.

GEO. CROW.
R. ANDERSON.

Sworn by the said George Crow and Robert Anderson, at Newcastle-upon-Tyne aforesaid, this 18th day of July, one thousand eight hundred and seventy, before me,—

R. R. DEES,

A Commissioner to administer Oaths in Chancery in England.

[Enclosure No. 6.]

I, Richard Peacock, of the firm of Beyer, Peacock, & Company, engineers, Gorton Foundry, near Manchester, in the county of Lancaster, England, do hereby solemnly and sincerely declare that, as locomotive engine-builders, my firm have constructed up to this date, for use in the Australian Colonies, the following locomotive engines, namely, sixteen engines for the New South Wales Railways, twenty-nine for the Victorian Railways, and two for the South Australian Railway; and that, in accordance with our invariable practice, each of the said engines, before it left our works, was erected, the boiler tested by hydraulic pressure, and the engine tried in steam; and I further declare that in no case have we ever delivered a locomotive engine from our works without having it first erected, the boiler tested by hydraulic pressure, and the engine tried in steam, whether such engine was to be used in Great Britain, Ireland, the Colonies, or in foreign parts: And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of an Act made and passed in the fifth and sixth years of the reign of his late Majesty King William the Fourth, intituled "An Act to repeal an Act of the present Session of Parliament intituled "An Act for the more effectual Abolition of Oaths and Affirmations taken and made in various Departments of the State and to substitute Declarations in lieu thereof and for the more entire suppression of voluntary and extra-judicial Oaths and Affidavits, and to make other provisions for the Abolition of unnecessary Oaths."

R. PEACOCK.

Voluntarily made and subscribed before, and taken and received by }
me, at the city of Manchester, in the county of Lancaster, this }
second day of August, 1870, before me,—

RICHD. RADFORD,

A Commissioner to administer Oaths in Chancery in England.

[Enclosure No. 7.]

Mr. Fowler's Memorandum as to Locomotives.

2 Queen-square-place, Westminster, S.W.,
23 August, 1870.

Stephenson's engines (1541 to 1549) :—

18-inch cylinders.
24-inch stroke.
4-feet wheels (six-coupled).
Working pressure, 120 lbs.

The weight of these engines is, I believe, about 30 tons each = 67,200 lbs. weight, which divided by 6 gives about 10,200 lbs. adhesion.

The tractive power of such an engine—

$$= T = \frac{D^2 \times P \times L}{W} = \frac{324 \times 60 \times 24}{48} =$$

Where D = diam. of cylinder in inches

P = mean pressure $1\frac{2}{3}^2$

L = stroke in inches

W = diam. of driving-wheel in inches

T = tractive force in lbs.

$$= 9,720 \text{ lbs.} = T$$

The power exerted in running—

$$= \frac{\text{Train resistance in lbs.} \times \text{Speed in feet per minute.}}{33,000} = \text{H.P.}$$

The ordinary duty of such an engine is, say a train of 400 tons on the level at 20 miles per hour,—

$$400 \times 10 = 4,000 \text{ traction of wagons.}$$

$$45 \times 20 = 900 \text{ traction of engine and tender.}$$

$$\text{Then } \dots \frac{4,900 \times 1,760}{33,000} = 261 \text{ H.P. exerted.}$$

With regard to Beyer and Peacock's engines—

18-inch cylinders.
24-inch stroke.
5'-9" wheels (four-coupled).

Here the adhesion, by reason of there being less weight on the coupled wheels, would be less, and the tractive power would be also less, say 6,760 lbs.; but at least an equal power would be developed by the engine, by reason of the higher speed that would be attained with the larger wheels.

With an ordinary load 35 to 40 miles could with ease be run, say 150 tons at 40 miles per hour,—

$$\begin{array}{r} \text{Tons.} \\ 150 \times 10 = 1,500 \\ 45 \times 20 = 900 \end{array}$$

$$2,400$$

$$\text{then } \frac{2,400 \times 3,520}{33,000} = 256 \text{ H.P. exerted while running.}$$

This statement, both as regards this engine and Stephenson's engine, is considerably below the actual power, all the results given are within the mark; and the accompanying letter from Mr. Beyer, one of the first practical engineers in Europe, to whom I wrote on the subject, quite coincides with this view.

[With

[With Enclosure No. 7.]

C. F. Beyer, Esq., to John Fowler, Esq.

Gorton Foundry,
Manchester, 3 August, 1870.

Dear Sir,

I have collected, during a great many years, performances of locomotive engines on various railways, and under almost every variety of circumstances, and find that in their ordinary working 1 square foot of fire-grate will supply steam to move 600 lbs. resistance at 12½ miles per hour, or is equal to 20-horse power.

My concern has been making for your New South Wales Railways in all sixteen engines.

Thirteen outside cylinder engines, four-coupled wheels, and three inside cylinder single engines; and as the former have a fire-grate area of 14½ square feet, and the latter 14 square feet, their power would be represented by 295 and 280 horse-power respectively.

Believe me, &c.,

C. F. BEYER.

[Enclosure No. 8.]

William Baker, Esq., to John Fowler, Esq.

London & North-western Railway,
Engineer's Office, Euston Station,
London, N.W., 25 June, 1870.

My dear Sir,

I have pleasure in sending you, on the other side, the prices we have paid for rails, asked for in your note of the 21st instant.

Yours truly,

WILLIAM BAKER.

	Steel.			Iron.		
	£	s.	d.	£	s.	d.
1868	12	0	0	7	0	0
1869	10	4	0	7	6	0
1870	9	10	0	7	5	0

[Enclosure No. 8a.]

Sturges Meek, Esq., to John Fowler, Esq.

Lancashire & Yorkshire Railway,
Engineer's Office,
Manchester, 6 July, 1870.

Dear Sir,

In reply to yours of the 21st June, the following are the prices we have been paying for rails:—

	Steel.			Iron.		
	£	s.	d.	£	s.	d.
1868.....	11	7	6	6	15	0
	10	5	0	.....	
1869.....	9	10	0	7	5	0
	9	15	0	7	12	6
	9	12	6	.....	
1870.....	.....			7	15	0
	.....			7	10	0
	.....			7	5	0

The iron are guaranteed for seven years.

Yours truly,

STURGES MEEK.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

VICTORIAN RAILWAYS.

(CORRESPONDENCE RESPECTING PURCHASE OF MATERIAL.)

Ordered by the Legislative Assembly to be Printed, 18 August, 1870.

THE AGENT GENERAL FOR VICTORIA, LONDON, to THE CHIEF SECRETARY, MELBOURNE.

8, Victoria Chambers, Victoria-street,
Westminster, S.W., 25 March, 1870.

SIR,

With reference to your despatches enumerated in the margin, having regard to the purchase of material for the Railway Department, I have the honor to enclose herewith a communication, received from the Inspecting Engineers, forwarding the report of their consultations with Messrs. Bidder and Clark.

I have, &c.,
GEO. VERDON,
Agent General.

[Enclosures in the foregoing.]

18, Duke-street, Westminster,
25 March, 1870.*Victorian Railways.*

SIR,

In accordance with your minute of the 26th ultimo, covering despatches from the Honorable the Commissioner of Railways and Roads, requesting us to confer with Mr. Bidder and Mr. Edwin Clark, and obtain their opinion on certain questions submitted in a memorandum of the Engineer-in-Chief, dated 28th December, 1869, we have had repeated conferences with those gentlemen, and after full discussion have agreed upon the enclosed joint report.

We have, &c.,
R. P. BRERETON.
W. H. LEWIS.

The Agent General for Victoria.

Westminster, 23 March, 1870.

Victorian Railways.—Proposed North-eastern Railway.

SIR,

In accordance with your minute of the 26th February last, we have in conference carefully considered the questions put by the Engineer-in-Chief, in his memorandum dated 28th December, 1869, relative to the character of permanent way and rolling stock that should be adopted on the proposed North-eastern Railway, and beg to submit the following joint report:—

We have had before us the sections of the proposed line, the Report of the Select Committee on Railway Extension, 1869, with the evidence and the reports of the Engineer-in-Chief; also the traffic and other returns published by the Board of Land and Works, for the year ending 31st December, 1868, and the drawings, specifications, and specimens of the permanent-way materials and rolling stock on the existing Government railways; and we have further availed ourselves of Mr. Elsdon's knowledge and experience of the special circumstances of the country.

We are requested to advise on (a) the kind of rail and fastening, (b) the weight of rail, and (c) the description of engine and rolling stock generally that should be adopted for the new line; but before doing so, it may be well to refer to the general conditions of the proposed undertaking.

The contemplated North-eastern Railway is not to be simply a line into the interior, designed to open up a new country and create traffic for itself, but it is intended to follow the course of a main highway, upon which a considerable traffic already exists, and to be ultimately the chief means of communication between Melbourne and Sydney, to two most important centres of population and trade in Australia. It is to be constructed by a Government whose resources enable them to meet whatever present outlay may be necessary or prudent, and who will probably retain the line in their own hands, and would therefore suffer any evil consequences that might result from an improper reduction in first cost; and, lastly, it is to be formed in connection with a very important existing system of railways.

It further appears that the country, while admitting of favourable curves, necessitates the adoption of the severe gradient of 1 in 50, for a very considerable portion of the 60 miles now proposed to be constructed.

Having regard to the above considerations, and to the traffic that may reasonably be expected, and which should be provided for, we are of opinion that experience does not warrant the expectation of satisfactorily and economically working the proposed line with locomotives of materially less weight and power than those at present adopted by the Railway Department.

The introduction of a new class of rolling stock would entail considerable increase in the working expenses, besides being attended with much inconvenience; and, apart from such considerations, we are of opinion that no advantage is to be obtained by a change.

The returns published by the Board of Land and Works show the existing State Railways to be, on the whole, efficiently and economically worked, and we are unaware of any experience that would lead to the belief that more satisfactory results would be obtained from an altered system.

We therefore have no hesitation in recommending that the North-eastern Railway be laid with such a permanent way as will admit of its being worked continuously with, and by the same rolling stock as, the existing State Railways.

The Melbourne and Sandhurst and the Geelong and Ballarat lines, which resemble the proposed line as to gradients, are laid with 80lbs. rails, and we are of opinion that this weight is not excessive, and will prove more economical in the end, but the traffic anticipated between Essendon and Belvoir is not equal to that on these lines, and no doubt the 72lb. double-headed rail recommended by the Engineer-in-Chief (who speaks with the advantage of local experience) might be adopted with perfect safety, although it is the lightest section in iron of which we could approve.

It is possible, however, by adopting a superior material and a modified form, to obtain a rail of greater strength with a slightly decreased weight.

The use of steel rails within the last few years has been attended with such satisfactory results, their manufacture has become so much more certain, and owing to the expiration of Bessemer's patent, and from other causes their price has quite recently been so greatly reduced, that they are being generally employed in England in situations exposed to specially heavy traffic, and still more commonly in America, Russia, and other countries where a considerable sum for carriage has to be added to the original price of the rail. We think that they are particularly suited to the proposed North-eastern Railway of Victoria, and by the adoption of a form not requiring chairs they may at present prices be used without increasing the cost of the permanent way as compared with a 72lb. double-headed iron rail with chairs.

A flat-bottomed steel rail of good section, weighing from 65lbs. to 67lbs. per yard would be stronger than a 72lb. double-headed iron rail, while it would be much more durable, and the saving effected by the abandonment of chairs would go far to cover the increase of cost in the rail at present prices.

It is impossible to speak of the life of a steel rail under ordinary traffic from actual experience, but under extraordinary traffic the wear of the steel has been found to be at least five times that of the iron, and it is reasonable to expect that a steel rail under extraordinary circumstances would last for more than thirty years without turning; it therefore becomes unnecessary to invest capital in a second head with a view to so remote a contingency.

We are informed that the sleepers that will be used will be of red gum, about 10 inches by 5 inches, sawn on all sides; that the red gum is a hardwood timber and therefore well suited to carry a flat-bottomed rail.

With a rail of this form, and sleepers of the above character, the fastenings we should recommend would be what are called "fang bolts"; that is, bolts passing through the sleepers and having flat nuts or washers and nuts on the other side.

Therefore, having regard both to first cost and particularly to cost of maintenance, the description of permanent way we recommend for the line in question, is as follows:—

Rails of steel weighing from 65lbs. to 67lbs. per yard and of flat-bottomed section, having about 5 inches width of base, fished at the ends, and fastened by fang bolts to transverse sleepers of hardwood, sawn on all sides, and of 10 in. x 5 in. scantling laid at distances of 2 feet from centre to centre at the ends of the rails, and 2 ft. 6 in. elsewhere.

Passing on to the subject of rolling stock, we have already stated our opinion to be that no great reductions could be made in the weight of the locomotives now in use; the present English practice does not point in this direction, and having regard to the great importance of uniformity of stock, we recommend that the type of engine, as designed by Messrs. Gooch & Sturrock (which appear to be working satisfactorily) be adhered to with only such improvements in detail as recent practise dictates. And that all future engines be made to the exact gauges, so as to secure the similar parts in each being identical and capable of being interchanged one with another, and, if possible, with the engines at present in use. But looking to the gradients of the line, the character of the traffic as described to us, the mode of working, and the speeds contemplated, we are of opinion that the engine with six 5-foot wheels coupled, will be best suited to the circumstances of the case, and that it will not be requisite to provide any of the heavier engines with large driving wheels designed for higher speeds. It will be time enough to supply these when through communication has been established, and the necessity for express trains has arisen.

From the foregoing observations it will be gathered that we do not believe any radical change in the character of the rolling stock now in possession of the Government is called for, or would be beneficial; we therefore think it unnecessary to offer any remarks upon the subject of the carriage and waggon stock, the details of which must be determined according to the special requirements of the country and traffic, and can best be settled by those who have obtained experience of both. We may mention that the climate of India has been found to seriously affect the under frames and to draw them out of shape, and the substitution of iron has led to economy of working. It may be worthy of consideration whether this would be desirable in Victoria.

We are, &c.,
GEO. P. BIDDER.
R. P. BRERETON.
EDWIN CLARK.
W. B. LEWIS.

The Agent General for Victoria.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAYS.

(RELATIVE STATISTICS OF GREAT NORTHERN AND GREAT WESTERN RAILWAYS.)

Ordered by the Legislative Assembly to be Printed, 19 August, 1870.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated 4th March, 1870, That there be laid upon the Table of this House,—

“ A Return showing,—

- “ (1.) The maximum load the engines in use can draw, in average weather, on the Great Northern Railway, from Wallsend Junction to Newcastle.
- “ (2.) The maximum load engines in use can draw, in average weather, from Bowenfels to Penrith.
- “ (3.) Cost of the Great Northern Railway from Wallsend Junction to Newcastle, exclusive of Stations, but inclusive of sidings on Wharf.
- “ (4.) Cost of Cranes, and of the wharf frontage available for the Cranes.
- “ (5.) Amount of gross receipts on the Great Northern Railway from the Coal Companies for 1869.
- “ (6.) Estimated actual cost to the Government of the carriage of coal on the Great Northern Railway for 1869, exclusive of interest on line, but inclusive of all fair charges for wear and tear.
- “ (7.) The estimated durability of the present permanent way on the Great Northern Railway, between Wallsend Junction and Newcastle.
- “ (8.) The estimated durability of the present permanent way on the Great Western Railway, from Penrith to Bowenfels.
- “ (9.) The estimated difference between the durability of an engine hauling full loads of coal from Bowenfels to Penrith and that of an engine hauling full loads from Wallsend Junction to Newcastle.
- “ (10.) Estimated annual cost of repairs to each such engine as aforesaid.”

(*Mr. G. A. Lloyd.*)

RAILWAYS.

1. The maximum load the engines can draw in average weather on the Great Northern Railway, from Wallsend Junction to Newcastle—880 tons.
2. The maximum load engines in use can draw in average weather from Bowenfels to Penrith—147 tons.
3. Total cost of Line, Newcastle to West Maitland (20 miles) is for—

	£	s.	d.
Engineering... ..	4,408	4	1
Land... ..	39,008	9	4
Main Line, Bridges, Siding, &c.	255,393	11	8
Permanent way	73,129	15	10
	£ 371,940	0	11 or
	£ 18,597	0	0 per mile.

The actual cost of the section from Newcastle to Wallsend Junction cannot be ascertained, as the returns have not been furnished to enable the line to be divided at this point.

4. Cost of Cranes—£13,054 12s. 8d. ; Wharf frontage—2,400 feet.
5. £25,123 11s. 7d.
6. The cost of the coal traffic cannot be given separately, but the cost for all traffic was 3/7½d. per mile.
7. The estimated durability of the present permanent way on the Great Northern Railway, between Wallsend Junction and Newcastle—Seven years.
8. The estimated durability of the present permanent way on the Great Western Railway, from Penrith to Bowenfels—Ten years.
9. The estimated difference between the durability of an engine hauling full loads of coal from Bowenfels to Penrith and that of an engine hauling full loads from Wallsend Junction to Newcastle—No difference.
10. Estimated annual cost of repairs of each such engine as aforesaid—North, £332 ; West, £415.

1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAYS.

(STATISTICS IN REFERENCE TO ROLLING STOCK.)

Ordered by the Legislative Assembly to be Printed, 19 August, 1870.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated 11 March, 1870, That there be laid upon the Table of this House a Return showing,—

- “ (1.) The amount of money raised by loan for the supply of Railway Rolling Stock, up to 31st December, 1869.
- “ (2.) The amount of money raised by loan actually expended on Railway Rolling Stock, up to 31st December, 1869, and the number of first and second class carriages and trucks; also, the number of engines, with their collective horse-power, provided by such expenditure.
- “ (3.) The number of first and second class carriages and trucks; also, the number of engines, with their collective horse-power, on hand on the 31st December, 1869, distinguishing those that are not in working order.
- “ (4.) The net value of all Railway Rolling Stock on hand.”

(Mr. Webb.)

RAILWAYS.

(No. 1.)

£394,115 18s. 2d.

(No. 2.)

Amount expended on Railway Rolling Stock—£345,509 2s. 11d.

The number of first and second class carriages, trucks, and engines, is—

47 locomotive engines
 37 first-class saloon and composite carriages
 89 second-class carriages
 32 horse-boxes
 25 carriage-trucks
 33 break-vans
 2 hearses
 717 meat-vans, cattle-vans, goods wagons, &c.

Total982

The "collective horse-power" of the above is unknown.

(No. 3.)

	Number in running order.	Number under repair.	Total number.
Locomotive engines	38	9	47
First-class saloon and composite carriages	27	10	37
Second-class carriages	88	1	89
Horse-boxes	32	.....	32
Carriage-trucks	25	.....	25
Break-vans	32	1	33
Meat-vans, cattle-vans, goods wagons, &c.	684	33	717
Hearses	2	.....	2
	928	54	982

The "collective horse-power" is unknown.

(No. 4.)

Not known.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAYS.

(RETURNS OF REVENUE AND DETAILS OF WORKING EXPENDITURE FOR 1869.)

Ordered by the Legislative Assembly to be Printed, 19 October, 1870.

RETURNS, showing the particulars of Revenue derived from the conveyance of Passengers, Goods, &c., on the Government Railways of New South Wales, during the Year 1869, and the details of the Working Expenditure of such Railways during the same period.

(Laid upon the Table of the Legislative Assembly, 19th October, 1870.)

NEW SOUTH WALES

RETURN showing the Traffic in Passengers

Name of Railway Line.	Length of Line open on the 31st December, 1869.	Passenger Traffic							Goods' Traffic.					Number of Trains run.			Number of Miles travelled by Train.			
		1st Class.	2nd Class.	Total.	Holders of Season Tickets.	Carriages.	Horses.	Dogs.	Live Stock.			Mineral.	Staple.	General Merchandise.	Passenger Trains.	Goods' Trains.	Total.	Passenger Trains.	Goods' Trains.	Total, including Ballasting, Emptyes, Shunting, &c.
									Cattle.	Sheep.	Pigs.										Coal and Coke.	Wool.
Great Southern	135½	38,526	338,100½	376,626½	1,024	658	1,467	962	3,259	67,576	2,621	2,689	30,146	44,206	15,501	5,898	21,339	564,824	328,728	1,091,065
Great Western	84	21,222	115,524	136,746	191	668	1,592	685	971	16,085	241	35	22,039	61,986						
Richmond	16	4,647½	29,160	33,807½	13	78	407	276	278	3,938	93	9	37	15,135						
Great Northern	83	12,078	200,377½	212,455½	27	524	1,584	1,078	633	16,450	4,744	546,939	23,967	45,847							5,988	10,491	16,479
Totals ...	318½	76,473½	683,162	759,635½	2,155	1,928	4,870	3,006	5,141	104,040	7,699	549,082	76,189	167,174	21,489	16,329	37,818	564,824	328,728	1,091,065

NEW SOUTH WALES

RETURN of Working Expenditure and

Name of Railway.	Length of Line opened on the 31st December, 1869.	Maintenance and Renewal of Way.	Locomotive Power.	Repairs, &c., of Carriages and Waggons.	Traffic charges (Coaching and Merchandise.)	Compensation for Personal Injury, &c.
	Miles.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Southern	135½	29,235 16 4	40,989 9 5	11,006 1 3	40,637 16 11	55 12 0
Western.....	84					
Richmond	16					
Northern	83	11,253 6 6	15,247 0 3	3,011 18 1	17,587 18 10	.....
Totals	318½	40,489 2 10	56,236 9 8	14,017 19 4	58,225 15 9	55 12 0

Department of Public Works,
 Railway Branch,
 Sydney, 20th September, 1870.

RAILWAYS.

and Goods, during the Year 1869.

Gross Receipts from Passenger Traffic.			Total Receipts from Excess, Luggage, Parcels, Carriages, Horses, Dogs, &c., conveyed in Passenger Trains.	Receipts from Mails.	Gross Receipts from Goods' Traffic.					Total Receipts from all Services of Traffic.
1st and 2nd Classes.	Holders of Season Tickets.	Total.			Live Stock.	Minerals.	Wool.	General Merchandise.	Total Receipts from Goods' Traffic.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
45,916 5 9	2,782 12 3	48,698 18 0	8,150 10 8	1,444 6 0	2,862 5 10	526 3 7	4,893 11 11	53,100 6 7	61,322 7 11	119,625 2 9
17,630 10 4	98 2 7	17,728 12 11	3,237 6 2	767 3 2	385 18 9	507 11 5	3,376 0 8	34,108 11 3	38,378 2 1	60,161 4 4
2,611 19 2	36 0 7	2,647 19 9	412 4 10	184 0 0	46 12 4	4 2 0	3 16 3	2,377 9 0	2,430 9 7	5,765 4 2
20,613 15 9	114 19 0	20,728 14 9	4,634 9 1	979 5 4	560 12 5	25,037 17 8	3,324 13 0	24,217 15 8	53,140 18 0	185,491 11 1
86,772 11 0	3,031 14 5	89,804 5 5	16,523 10 9	3,374 14 6	3,854 9 4	26,075 14 8	11,538 1 10	113,804 2 6	155,972 8 4	264,974 19 0

RAILWAYS.

Rolling Stock during the Year 1869.

Compensation for Damage and loss of Goods.	Miscellaneous Working Expenditure not included in foregoing.	Total Working Expenditure.	Total Receipts as given in the Traffic Return.	Net Receipts.	Proportion per cent. of Expenditure to total Receipts.	Rolling Stock on 31st December, 1869.				
						Locomotive.	Carrriages used for the conveyance of Passengers only.	Waggons of all kinds used for the conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carrriages or Waggons not included in preceding columns.	Total of the four preceding columns.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£	No.	No.	No.	No.	No.
114 18 11	5,381 3 8	127,420 18 6	185,491 11 1	58,070 12 7	68.69	47	158	717	60	982
18 9 5	1,822 10 9	48,941 3 10	79,483 7 11	30,542 4 1	61.10					
133 8 4	7,203 14 5	176,362 2 4	264,974 19 0	88,612 16 8	65.66	47	158	717	60	982

JOHN SUTHERLAND,
Commissioner for Railways.

[3d.]

Sydney Thomas Richards, Government Printer.—1870.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAYS.

(RETURN SHOWING PARTICULARS OF RAILWAY CONTRACTS.)

Ordered by the Legislative Assembly to be Printed, 19 October, 1870.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated the 3rd February, 1870, That there be laid upon the Table of this House,—

“ A Return showing,—

“ (1.) The names of all Railway Contractors, the Contract or Contracts
“ taken by each Contractor, inclusive of Extensions, Station-houses, Goods-
“ sheds, Gate-houses, and other Railway expenditure.

“ (2.) The amount paid on account of each Contract, whether under
“ Tender or Schedule of Prices, the number of miles of Railway in progress,
“ and the amount payable on completion of existing Contracts, together
“ with costs of Station accommodation and Gate-houses.

“ (3.) The total amount to the credit of the Government applicable to
“ Railway construction.”

(Mr. Byrnes.)

RAILWAYS.

RAILWAY CONTRACTS—(WORKS IN PROGRESS.)

Names of Contractors.	Nature of Contracts.	Amount paid on account of each Contract.	Number of miles of Railway in progress.	Estimated amount payable on completion of Existing Contracts.	Balance of appropriations available for Railway Contracts.		
GREAT SOUTHERN RAILWAY,— Pictou to Goulburn.		£ s. d.		£ s. d.			
Mark Faviell	*Works, &c., Contract No. 7, and iron girders.	293,070 16 1		14,000 0 0			
Frederick Horn	Gate-house, Goulburn.....	83 18 6		800 0 0			
Hodgson & Johnson	Station-master's House, Sutton Forest ...	685 9 0		250 0 0			
P. N. Russell & Co.	Pumping Engines (and fixing)	400 0 0		100 0 0			
GREAT WESTERN RAILWAY,— Penrith towards Euthurst.							
Patrick Higgins	Works and Per-way, Contract No. 5	292,777 16 0	76 miles 16 chains and 35 links.	20,000 0 0	£888,774 8s. 2d., exclusive of stores in hand (as per Books of the Treasury)		
George M'Cauley	Do. do. do. No. 6	25,725 1 0		12,000 0 0			
Daniel Williams	Do. do. do. No. 7	94,982 16 2		130,000 0 0			
Mark Faviell	Do. do. do. No. 8	37,267 5 2		103,000 0 0			
Reid & Tomlinson	Station and Goods-shed, Mudgee Road ...	4,806 16 8		1,350 0 0			
George Michael	Three Cottages	954 6 4		800 0 0			
Robert M'Intosh	Station and Goods-shed, Rydal	2,122 0 2		3,000 0 0			
James Widgey	Engineer's office and residence, Contract No. 8.	225 0 0		200 0 0			
Robert Forster	Carting Permanent-way materials	521 1 0		60 0 0			
Hudson Brothers	Porter's House, Wallerawang	200 0 0		100 0 0			
Thomas Bartholomew	Engine-shed, Penrith .....	.....		2,500 0 0		
GREAT NORTHERN RAILWAY,— Singleton towards Armidale.							
Amos, Larkin, & Wakeford.....	Works and Per-way, Contract No. 4	46,154 8 0				50,000 0 0	
Daniel Macquarie	Do. do. do. No. 5.....	58,101 13 8				100,000 0 0	
P. N. Russell & Co.....	Pumping-engine and fixing	200 0 0		50 0 0			
Daniel Edwards	Level Crossing Lodge .....	.....		350 0 0		
Bell & Franklin	Sinking Cylinders, Aberdeen Bridge	1,328 8 0		3,500 0 0			
William Cairns	Passenger Station, Morpeth .....	.....		1,650 0 0		
		£ 830,805 15 9		£ 443,510 0 0			

* Finished.

4 May, 1870.

JOHN WHITTON.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAYS.

(RETURN SHOWING PARTICULARS OF LAND TAKEN FOR RAILWAY PURPOSES.)

Ordered by the Legislative Assembly to be Printed, 19 October, 1870.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated the 22nd September, 1870, That there be laid upon the Table of this House,—

“ A Return showing the extent of land taken for Railway purposes for the
 “ Southern, Northern, Western, Richmond, and Windsor, and the Morpeth,
 “ Lines of Railway, together with the names and amounts demanded by
 “ claimants, and the sums paid to them; the costs in cases where legal
 “ proceedings have been resorted to, and the costs in cases settled by arbi-
 “ tration; likewise the names of the arbitrators appointed by the Govern-
 “ ment; the sums paid for such services,—and noting instances where
 “ Members of Parliament have acted in such capacity.”

(Mr. Clarke.)

RAILWAYS.

RETURN showing the extent of land taken for Railway purposes for the Southern, Northern, Western, Richmond, and Windsor, and the Morpeth Lines of Railway, together with the names and amounts demanded by claimants, and the sums paid to them; the costs in cases where legal proceedings have been resorted to; and the costs in cases settled by arbitration or Petty Sessions; likewise the names of arbitrators and umpires appointed by Petty Sessions, Commissioner, or Claimants; the sums paid to each for such services,—and noting instances where Members of Parliament have acted in such capacity.

Name of Owner.	Quantity of Land taken.	Amount		Costs in Cases		Names of Arbitrators appointed by Petty Sessions, Commissioner, or Claimants, also Umpires. <small>M.P., noting Member of Parliament. P.S., noting Petty Sessions. Comr., noting Commissioner. Clt., noting Claimant.</small>	Amount paid for services as Arbitrator or Umpire.
		Claimed.	Paid.	Where legal proceedings have been resorted to.	Settled by Arbitration.			£ s. d.
	a. r. p.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.
DARLING HARBOUR BRANCH.							
Crown Land	21 2 32						
Benevolent Society Trustees.	0 3 2	3,545 0 0	3,005 5 0				
Harris John	} 14 1 37½		12,500 0 0				
Harris George			2,083 6 8				
Harris John			2,083 6 8				
Harris Margaret			2,083 6 8				
Harris Matthew			2,083 6 8				
Harris William Henry			2,083 6 8				
Harris Nancy Ann			2,083 6 8				
M'Lumley Charles	Lessee	50 0 0	50 0 0				
Malpress Mrs.	"	300 0 0	300 0 0				
Read H.	"	100 0 0	100 0 0				
Luckings John	"	500 0 0	500 0 0				
Hanmore Benjamin	"	20 0 0	20 0 0				
O'Hara Lucy	"	30 0 0	30 0 0				
O'Halloran Thomas	"	30 0 0	40 0 0				
Thompson Gabriel	"	100 0 0	100 0 0				
Henson Robert	"	60 0 0	60 0 0				
Magrath Patrick	"	300 0 0	300 0 0				
Furnal William	"	70 0 0	70 0 0				
M'Lurkin James	"	30 0 0	30 0 0				
Quinn John	"	5 0 0	5 0 0				
Donovan J.	"	50 0 0	50 0 0				
Dwyer J.	"		100 0 0				
Austin Thomas	"	50 0 0	50 0 0				
Stephens Ann	"	150 0 0	150 0 0				
SYDNEY TO PARRAMATTA JUNCTION.							
Crown Land							
St. Paul's Church—Trustees of.	0 0 2	200 0 0	200 0 0				
Phillips Margaret		2,200 0 0	750 0 0		28 17 0	{ Blacket E. T.—Comr. & Clt. }	12 12 0
M'Donald William	0 0 7	475 0 0	302 5 0				
Higgins John	0 0 3½	250 0 0	215 2 0				
Williamson Michael	0 0 5½	1,200 0 0	1,100 0 0				
Morley & Spence	0 0 3		160 0 0				
Walker Catherine	0 0 2½	95 0 0	75 0 0				
Rafferty Matthew	0 0 0½		90 0 0				
White James	0 0 0¼	650 0 0	385 0 0				
Simpson Joseph	0 0 2	75 0 0	75 0 0				
Neuvra Henry	0 0 1		175 0 0				
Alexander James	0 0 1	60 0 0	50 0 0				
Cornwell A.	0 0 3½	120 0 0	120 0 0				
M'Kay James	0 0 0¼		15 0 0				
Curnall William	0 0 3	400 0 0	400 0 0				
Forsyth William	0 0 1	50 0 0	50 0 0		10 11 6	No record	10 11 6
Bowman—Trustees of	0 1 17	600 0 0	315 13 0				
Buos Ellis	Lessee	70 0 0	70 0 0				
Holden J. R.	0 1 17	2,500 0 0	1,500 0 0		91 17 0	{ Knapp E. J. H. } P.S. { { Hilly J. } { Bibb John } Knapp E. J. H., P.S.	No detailed statement of costs with award. 3 3 0
Roberts Thomas	0 3 11	800 0 0	500 0 0		3 3 0		
Nichols Mrs. Isaac	1 1 6½	511 14 0	406 15 7		35 14 4	{ Knapp E. J. H. } P.S. { { Clark W. M. }	No detailed statement of costs with award.
Lackey Mrs. John	0 3 34	1,000 0 0	480 0 0				
Chisholm Mrs.	4 0 0	1,676 5 0	1,600 0 0		48 0 0	No record	48 0 0
Haddock John	Lessee		40 0 0				
A'Beckett Sir Wm.	0 3 6	1,500 0 0	1,000 0 0				
Wilson Felix	1 2 4		394 0 0				
Anderson Forster	Lessee	933 6 8	50 0 0		3 3 0	No record	3 3 0
Blackman John	0 2 31	150 0 0	150 0 0				
Bucknell Sarah	0 1 3						
Roby Ralph M.	0 3 3		300 0 0				

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		Claimed.	Paid.	Where legal proceedings have been resorted to.	Settled by Arbitration.		
	a. r. p.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.
SYDNEY TO PARRAMATTA JUNCTION—continued.							
Donohoe John	0 2 28		150 0 0				
Newman Georgina ...	0 1 13	100 0 0	100 0 0				
Holt James	6 3 4	600 0 0	600 0 0		31 10 0	{ Clark F. Langley C. Knapp E. J. H. }	{ P.S. } No detailed statement of costs with award.
Wilford Lucy	0 2 25		200 0 0				
			Portion re-sold for				
			246 9 6				
Breillat Thomas C. ...	0 2 39	900 0 0	800 0 0				
Briggs & others	2 1 3		100 0 0				
Johnstone Robert ...	5 2 18	1,700 0 0	180 0 0		68 5 0	{ Blacket E. T., Comr.... Downey J. P., Clt..... Bowden T. W., Unpire }	{ } No detailed statement of costs with award.
Priddle Revd. C.	1 1 7	400 0 0	75 0 0				
Fisher Thomas J.	7 0 31	1,079 6 3	100 0 0		10 0 0	No record	10 0 0
West James	0 2 17	100 0 0	80 0 0				
Hourigan Matthew ...	0 0 25½		44 5 0				
Hogan & Caraher.....	0 3 9½	500 0 0	78 8 0		33 12 0	{ Blacket E. T., Comr.... Clarke F., Clt..... }	12 12 0
Rawlins Peter	0 2 9	993 10 2	431 0 0		99 19 0	{ Knapp E. J. Bibb J. H. Cowlshaw T. }	{ P.S. } No detailed statement of costs with award.
M'Culloch Thomas ...	0 0 1½	700 0 0	416 0 0				
Stephenson & Jones...	0 1 38	500 0 0	500 0 0				
Clarc Thomas	0 1 8		30 0 0				
Campbell W. B.	Lessee.	10 0 0	10 0 0				
Ferris Henry	0 0 22	150 0 0	150 0 0				
Campbell R. & others	0 2 26	50 0 0	50 0 0				
Underwood Mrs.	8 2 21		229 0 0		3 3 0	No record	3 3 0
Green W. R.	0 3 0		70 0 0				
Jolliffe John	1 0 0		50 0 0				
Stephen C. T.	1 1 32		40 0 0				
			Portion re-sold for				
			105 14 4				
Summerfield Isaac ...	4 2 35	100 0 0	100 0 0				
			Portion re-sold for				
			461 15 4				
Marsh T.	2 1 30		60 0 0				
			Portion re-sold for				
			351 13 1				
Wilks Mrs.	0 0 23	40 0 0	5 0 0				
Frost Thomas	0 1 10	50 0 0	50 0 0				
Greenwood Mrs.	0 0 11	10 0 0	10 0 0				
Cracroft William	0 2 32	100 0 0	14 5 0				
M'Culloch Thomas ...	1 1 9		21 0 0				
Want J. R.	3 1 9	No compensation demanded on condition a Bridge should be erected.					
Wever Mrs.	0 2 15	137 10 0	63 14 0				
Smart T. W.	3 3 14		250 0 0				
Read Richard	1 3 26½	500 0 0	143 16 0		44 2 0	{ Robertson H. Downey J. P. Langley Chas ... }	{ P.S. } No detailed statement of costs with award.
Alexander John	0 1 16		30 0 0				
Reynolds Maurice ...	0 1 15		20 0 0				
Cohen Francis	0 0 36		10 0 0				
Phillips Thomas	0 2 14		12 10 0				
Underwood Richd. ...	18 0 20		187 10 0				
Lucas Samuel			100 0 0				
Bates Mrs. M. A.	1 3 23		370 0 0		40 0 0	{ Robertson H. Duer J. S. Langley Charles }	{ P.S. } No detailed statement of costs with award.
Underwood Thomas...	4 0 16		41 0 0				
Wentworth John.....	3 2 18	500 0 0	227 14 0		63 0 0	{ Robertson H. Downey J. P. Langley Charles }	{ P.S. } No detailed statement of costs with award.
Bury Henry	Lessee.		36 0 0				
Nicholson Sir Charles.	14 1 22						
Therry Revd. J. J. ...	9 3 7		100 0 0				
Curtis James.....	7 2 5½	336 8 9	168 4 5				
Savage J. C.	5 2 30						
Smith Alexander	1 0 32		20 0 0				
Russell Capt. W. ...	23 3 0	208 0 0	208 0 0				

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		Claimed.	Paid.	Where legal proceedings have been resorted to.	Settled by Arbitration.		
	a. r. p.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.
GREAT SOUTHERN LINE.							
Want R. J.	4 0 36						
Bowman William.....	6 1 24	320 0 0	100 0 0				
Church & School Trust	15 3 9	100 0 0	100 0 0				
Payten Nathaniel.....	Lessee 180 0 0		50 0 0				
Whittaker Henry	16 1 27	250 0 0	200 0 0				
Byrnes Rev. W.	3 2 30	100 0 0	100 0 0	.....	20 5 0	{ Lunce T. E., Comr. Houison J., Clt.....	5 5 0 5 0 0
Johnstone David	1 0 10	20 0 0	20 0 0				
Smart T. W.....	8 3 12	276 10 0	250 0 0				
Plomer Peter	3 0 20	176 5 0	67 12 6				
Underwood Elizabeth	5 0 0	75 0 0	50 0 0				
Solomon Vaiben	3 0 16	31 0 0	31 0 0				
Prout C., Exors. of ...	3 3 9	38 1 3	38 1 3				
Prout's Children, Trustees of.	5 2 25½	100 0 0					
Cooper Daniel	5 0 37						
Moore T., Trustees of	5 2 30	100 0 0	68 5 0				
Lackey William	Lessee 75 0 0		30 0 0				
Hosking John	2 1 6	25 0 0					
Crown Lands	6 2 36						
Cooper Daniel	0 1 13						
Oxley John Norton...	1 0 1	100 0 0	100 0 0				
Doran John	Lessee 10 0 0		5 0 0				
Hill Mrs. Mary	1 1 14	3,500 0 0	3,500 0 0				
Crown Land	16 3 6						
Benevolent Asylum...			1,981 0 0	.....	20 0 0	Blacket E. T., Comr. & Clt.	20 0 0
Forbes C. C.....	8 3 0	3,846 17 6	1,312 10 0				
Atkinson J. H.....	17 2 11	1,756 17 6	1,000 0 0	.....	12 11 2	{ Blacket E. T., Comr.... Weaver W., Clt..... Ebsworth J. E., Ump. }	12 11 2
Klensendorffe Wm....	5 2 27	500 0 0					
Throsby C., Exors. of	10 2 17	600 0 0	393 4 4				
Barrett W.	1 3 38	100 0 0	71 17 5				
Lana W.	Lessee 50 0 0		50 0 0				
Hosking John	27 1 0	508 10 0	508 10 0				
Taylor John	8 2 9						
Coolie Mrs.	Lessee 50 0 0						
Kennedy James	2 1 20	1,187 10 0	456 15 3				
Alexander John	20 1 6	610 10 0	553 17 3				
Duroes Mrs.	Lessee 754 19 0		138 2 6				
Pendergast W.	9 1 31	955 0 0	363 7 10				
Whiteman R.	Lessee 100 0 0		75 10 0				
Davis John	4 3 27	450 0 0	390 0 0				
Pendergast John	15 3 14	1,255 0 0	660 14 2				
Webster John	Lessee 50 0 0		39 14 6				
Boon Mrs. S.....	1 3 0	60 0 0	60 0 0				
Ray William	Lessee 35 0 0		16 19 4				
Byrnes Charles.....	3 0 16	155 0 0	125 7 11				
King Edmund	Lessee 6 0 0		6 0 0				
Warby's, Exors. of ...	7 0 33	800 0 0	800 0 0	.....	12 12 0	{ Blacket E. T., Comr..... Langley C., Clt.....	5 5 0 5 5 0
Luck John	Lessee 43 6 9		12 0 0				
Keighran J., Exors. of	1 1 16	167 10 0	151 13 8				
Broker William	0 0 19	10 0 0	10 0 0				
Terry Joseph	1 1 2	150 0 0	150 0 0				
Hunt Philip	Lessee 5 0 0		5 0 0				
Croft William	0 3 10	100 0 0	40 12 6				
Fitzgerald E.....	Lessee 15 0 0		10 0 0				
Warby Benjamin.....	1 3 6	500 0 0	389 7 6				
Graham Mrs.	0 1 32	60 0 0	31 0 0				
Fowler William	0 1 25	60 0 0	60 0 0				
Hurley John.....	5 3 30½	1,000 0 0	550 0 0	.....	57 15 0	{ Blacket E. T., Comr..... Langley C., Clt.....	21 0 0 21 0 0
Crown Land.....	2 3 12						
Sheilds J.	0 0 10	50 0 0					
Warby Benjamin.....	0 0 23		7 3 9				
Morris Charles.....	0 3 16	160 0 0	62 11 8				
Chippendale Thomas..	2 2 8	450 0 0	306 19 4				
Byrnes Michael	1 0 8	450 0 0	146 0 0				
Sheffield Amelia	Lessee 10 0 0		10 0 0				
Barber Jessie	11 2 38	1,027 10 0					
Fitzpatrick James	4 0 24	200 0 0	57 15 0				
Smith Rev. E.	1 3 0	187 10 0					
Pacey William.....	Lessee 240 0 0		45 6 3				
Reddall Rev. T.	12 1 17½	310 0 0	293 12 0				
Fitzpatrick James	17 3 35½	269 11 7	269 11 7				
Howe Mrs.	Lessee 200 0 0		36 0 0				
Roman Catholic Glebe	0 1 20½						
Cummings James	Lessee 75 0 0						
Tabor George	12 1 38½	1,187 10 0	311 18 1				
M'Curtaigne W.	Lessee 80 0 0		13 15 0				

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		Claimed.	Paid.	Where legal proceedings have been resorted to.	Settled by Arbitration.		
	a. r. p.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.
GREAT SOUTHERN LINE—continued.							
Edrop James	8 0 28½	837 0 0	234 16 6				
Kane Patrick	Lessee	100 0 0	82 17 6				
Edrop James	0 3 8	400 0 0	75 0 0		16 16 0	{ Blacket E. T., Comr. { Harvey H., Clt.	6 6 0 3 3 0
Macarthur Sir J. & W.	39 1 8						
Mulry Patrick	Lessee	192 15 0	178 10 0				
M'Cain John	"	35 8 0	34 13 0				
Young Richard	"	24 8 6	19 16 6				
Harnes Thomas	"	4 2 9	3 7 9				
Cass Edward	"	176 0 0	22 10 0				
Dunphy W.	"	178 0 0	42 0 0				
Bergin P.	"	22 8 0	22 8 0				
Jones W.	"	56 12 0	53 18 0				
Hughes S. T.	32 3 34	3,812 0 0			79 12 0	{ Blacket E. T., Comr. { Langley, C., Clt.	25 0 0
Betts W.	Lessee	148 0 0	50 0 0				
Cummins T.	"	106 0 0	55 0 0				
Hennessy D.	"	123 12 0	35 0 0				
Maher Owen	"	172 0 0	70 0 0				
Leneghan John	"	21 14 0	8 10 0				
Day W.	"	132 16 0	16 0 0				
M'Nerny J.	"	99 0 0	36 4 0				
Whelan Thomas	"	12 0 0	12 0 0				
Douglass H. G.	18 3 1	530 0 0	316 5 4				
M'Alister C.	40 2 33½	814 3 9					
Nicholson Angus	Lessee	207 0 0	43 7 6				
Shaw Alexander	"	40 0 0	22 0 0				
M'Innes Angus	"	34 6 3	23 19 6				
Streeter David	"	14 10 8	14 10 8				
Matthews William	"	12 0 0	12 0 0				
Hillas John	14 0 32	85 4 0	85 4 0				
Plows John	Lessee	46 5 0	46 5 0				
Antill John	33 3 14½	837 10 0	837 10 0				
Lee Lionel	Lessee	13 16 0	13 16 0				
Hodge J. & F.	"	20 15 0	20 15 0				
Deitrich Francis	"	4 2 6	4 2 6				
Maidment James	"	27 0 0	27 0 0				
Lumsdaine Rev. W.	23 1 23	701 16 3	650 9 9				
Hilder Thomas A.	Lessee	50 0 0					
Newland John	"	230 0 0	47 0 0				
Jones William	5 2 11	200 0 0	159 13 1				
Dunphy William	7 1 7	92 18 9	72 13 10				
Creighton Joseph	12 3 29	120 0 0	88 14 9				
Crown Lands	362 0 11½						
Kinman James	5 0 17	200 0 0	70 11 7				
Rush Bartholomew	7 0 30½	200 0 0	86 0 10				
Holt Thomas	6 2 10½	320 12 6	229 15 9				
Joy Edward	5 1 29½			90 16 9			
Burton John	3 1 18½	200 0 0	61 11 9				
Fitzroy Iron Co.	11 0 9½						
Do	4 1 30	310 12 6	69 0 6				
Moring John	4 3 1½	60 0 0	60 0 0				
Hynes William	13 2 22½	278 0 0	199 13 0				
Oxley H. M.	2 2 15	53 10 0	52 4 4				
Bradley William	Lessee	20 0 0	7 10 0				
Oxley John N.	33 2 14½	2,186 0 0	541 3 4				
M'Govern James	Lessee	90 0 0	22 0 0				
Bingham James	"	318 5 0	75 16 0				
Bensley James	"	130 0 0	75 7 7				
Sheppard James	0 0 4½	15 0 0	2 4 9				
Hassall Rev. Thos.	3 0 5½	100 0 0	68 13 11				
Roberts Richard	75 3 20½	1,000 0 0	1,001 0 0		5 5 0	Cowlshaw T., Comr., Clt.	
Broughton Thomas							
Gibbons W. M. H.							
Bowman Mackenzie							
Larkin Martin	Lessee	284 0 0	93 13 9				
Ward Henry	"	12 0 0					
Flecton George	"	11 5 0	11 5 0				
Morrice John	2 2 9	125 19 8	75 0 0		137 5 6	{ King G., Comr. { Gorman J. P., Clt.	13 14 0 13 14 0
Throsby O. S.	44 1 26	500 0 0	500 0 0				
Webb Robert	Lessee	5 0 0	5 0 0				
Byrnes Charlotte	3 1 28	79 14 0	69 17 6				
Byrnes William	3 2 16	21 5 0	21 5 0				
Badgery Henry	52 1 35½	900 0 0	863 11 6				
Morrice John	0 2 5	25 0 0	10 19 10				
Osborne Joseph	7 2 4	130 0 0	59 16 7				
Morrice John	Tenant	5 0 0	5 0 0				
Crown Land	3 2 5						
Butt Stephen	8 3 2	100 0 0	59 15 6				
Jordan Frederick	6 0 7	49 4 0	42 8 6				

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		Claimed.	Paid.	Where legal proceedings have been resorted to.	Settled by Arbitration.		
	a. r. p.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.
GREAT SOUTHERN LINE—continued.							
Jordan Charles.....	4 1 15½	30 0 0	30 0 0				
Crown Land.....	0 0 26						
Jennings Edward.....	8 2 39	33 0 0	33 0 0				
Crown Lands.....	131 2 36½						
Castella A. F. De.....	30 0 15	5,000 0 0	249 6 1				
Crown Land.....	38 0 3						
Hatter James.....	10 0 31	200 0 0	168 4 4				
Crown Lands.....	15 2 32						
Morrice John.....	39 3 0	1,801 12 7½	1,000 0 0		370 3 10	(King G., Comr. Gorman J. P., Clt.....	49 13 1 49 13 1
Crown Land.....	26 3 7						
Ferguson J., junr.	13 2 38	85 0 0	51 18 8				
Cemetery Trustees of..	0 0 32½						
Fuljames John.....	6 1 36	100 0 0	100 0 0				
Crown Land.....	10 3 7						
Rankin Arthur.....	52 2 5	250 0 0	250 0 0				
Crown Land.....	6 2 12½						
Frost John.....	17 2 28	200 0 0	167 2 0				
Crown Land.....	8 3 36						
Maynes Patrick.....	6 1 18	75 0 0	45 9 8				
Davidson Duncan.....	12 3 25½	300 0 0	209 18 6				
Mason William.....	15 2 15	150 0 0	52 11 7				
Crown Lands.....	29 1 30½						
Young Joseph.....	2 1 16½	30 0 0	19 1 11				
Grant Patrick.....	0 0 0½	20 0 0	0 11 0				
Sands John.....	7 3 34	200 0 0	73 0 8				
Badgery William.....	5 3 16						
Sands John.....	Tenant.....	2 0 0	2 0 0				
Bradley William.....	14 2 3	250 0 0	145 0 8				
Wesleyan Church School Trustees.	0 0 17½	50 0 0	6 10 0				
Grubb Thomas.....	5 1 0	500 0 0	298 10 0				
Hanslow Mrs.	5 1 17	100 0 0	100 0 0				
Grubb Thomas.....	Lessee.....	20 0 0	14 15 0				
Stuckey Henry.....	5 0 4½	200 0 0	151 6 4				
Grubb George.....	Tenant.....	20 0 0	8 0 0				
Bradley William.....	20 2 26½	290 0 0	290 0 0				
Erby Thomas.....	Tenant.....	50 0 0	13 10 0				
Do.....	23 1 32½	650 0 0	267 11 7				
Crown Land.....	12 3 28½						
Walsh C. H.	2 0 14	5 5 0					
Shelley S.M. and others	4 2 32	60 0 0					
Stewart George.....	3 2 30	150 0 0	79 11 5				
Crown Land.....	5 3 33						
Brodie T.	3 0 30½	300 0 0	130 5 11				
Bunyan William.....	0 0 32	250 0 0	131 10 0				
Roberts William.....	0 0 18½	150 0 0	85 16 0				
Cooper James P.	1 0 3	550 0 0	237 12 0				
Rolton John.....	1 0 2						
Hines William.....	Lessee.....	8 0 0	4 0 0		0 4 4	Petty Sessions.	
Collins Joseph.....	17 2 0	700 0 0	431 5 0				
Moses A.	2 2 6	250 0 0	41 17 4				
Walsh Rev. R.	0 3 30						
Brennan James.....	0 3 36	650 0 0	336 7 3				
Morgan John.....	1 0 4	800 0 0	501 10 0				
Mandelson N.	0 2 0	50 0 0	50 0 0				
Brennan James.....	Lessee.....	50 0 0	10 0 0				
Collins Joseph.....	0 2 32	150 0 0	100 0 0				
Grant Patrick.....	0 2 0	80 0 0	42 8 9				
Alexander Maurice ..	0 2 0	100 0 0	100 0 0				
Dooley Eliza.....	0 2 0	400 0 0	310 2 9				
Brady Phillip.....	0 0 24½	110 0 0	33 5 6				
Wilson Ellen.....	0 0 15	30 0 0	16 12 9				
Bull J., junr.	0 1 36	750 0 0	544 19 0				
Waterworth James ...	0 0 38	135 0 0	103 7 0				
O'Donnell John.....	0 1 34½	250 0 0	135 18 2				
Boxer Mary.....	0 0 22½	400 0 0	210 10 4				
Simonds W., Estate of	0 1 8						
Forster Margaret.....	1 0 24½	450 0 0	244 4 0				
Crown Land.....	1 0 23½						
Craig Mary.....	0 1 8	500 0 0	149 14 2				
M'Kerrell Malcolm ...	0 0 26½	350 0 0	189 17 0				
Presbyterian Manse & Church Trustees of.	0 2 37½	2,500 0 0	1,290 17 0				
Crown Land.....	22 0 7						
Episcopal Church, Trustees of.	7 2 5	3,700 0 0	3,300 0 0		110 8 0	Arbitrators were appointed, but could not agree as to the Umpire; the matter was finally settled by Comr.	

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		Claimed.	Paid.	Where legal proceedings have been resorted to.	Settled by Arbitration.		
	a. r. p.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.
GREAT NORTHERN LINE.							
Australian Agricultural Company.	1 3 36	8,550 0 0	7,900 0 0				
Australasia Banking Co.	0 0 7	250 0 0	200 0 0				
Auderson Miss	0 0 6	.....	.....		
Croasdill William	0 0 35	4,300 0 0	2,500 0 0		57 5 0	{ Blacket E. T., Comr. Ebsworth J. E., Clt.	21 0 0 15 15 0
Crown Land	0 3 16	.....	.....		
Wesleyan School, Trustees of.	0 0 20	1,000 0 0	711 12 2				
Crown Land	0 0 16	.....	.....		
Roman Catholic School, Trustees of.	0 0 14	500 0 0	500 0 0				
Crown Land	0 0 6	.....	.....		
Dangar A. A.	0 0 34½	1,408 2 6	1,408 2 6				
Crown Lands	2 2 11	.....	.....		
Hannell James	0 0 19	1,000 0 0	1,000 0 0		10 10 0	{ Dodds A., Comr. Ranclaud C. B., Clt.	5 5 0 5 5 0
Smith John	0 0 0½	1,000 0 0	275 0 0		28 13 0	{ Cadell T., Comr. Ranclaud C. B., Clt.	5 5 0 2 2 0
Newcastle Grammar School, Trustees of.	16 0 28	32812 8 0	3,822 0 8		654 5 0	{ Biden W. D., Comr. Vinden G., Clt. Colquhoun E., Umpire ...	75 0 0 62 0 0 63 7 0
Morris David	Lessec	3,500 0 0	.....			
Brown James	"	5,450 0 0	.....			
Bingle John	"	4,000 0 0	.....			
Yarwood George	"	4,550 0 0	.....			
Paynter Ann	"	1,800 0 0	.....			
Stacey J. E.	"	6,000 0 0	.....			
Lecce James	"	1,500 0 0	.....			
Metcalf John	"	400 0 0	.....			
Morley Edward	"	455 0 0	.....			
Hill William	"	400 0 0	.....			
Morley James	"	409 0 0	.....			
Johnson Richard	"	530 0 0	.....			
Croft Joseph	"	1,080 0 0	.....			
Young Edward	"	382 0 0	.....			
Hinton Henry	"	900 0 0	.....			
Croker William	"	800 0 0	.....			
Lodge Capt. F.	"	1,000 0 0	.....			
Dangar Grace	2 0 28	635 0 0	480 0 0		140 19 0	{ Thomas J. H., Comr. Brookes W., Clt. Gorrick J., Umpire ...	No detailed statement of costs with award.
Dangar A. A.	6 2 0	130 0 0	130 0 0				
White W. H.	1 0 34	750 0 0	560 0 0		82 10 0	{ Portus J. A., Comr. Brookes W., Clt. Robertson J.B.R., Umpire	26 5 0 26 5 0 21 0 0
Australian Agricultural Company.	69 1 36	2,000 0 0	1,186 5 0				
Crown Land	4 0 18	.....	.....		
Tully George	2 2 14	.....	.....		
Crown Land	24 3 5	.....	.....		
Christie W. D.	40 1 22	1,666 10 0	993 10 0		94 4 8	{ Vindin J., Comr. Cadell T., Clt. Lee B., Umpire	21 0 0 21 0 0 21 0 0
Lynn Kerry	2 1 14	.....	.....		
Cameron Ewan	Tenant	200 0 0	60 0 0				
Mounter Charles	"	50 0 0	50 0 0				
Boulton R. F.	"	30 0 0	30 0 0				
Elliott Archibald	"	200 0 0	60 0 0				
M'Michael T.	"	200 0 0	60 0 0				
Hannell John	13 3 32	2,000 0 0	500 0 0				
Arkhurst T.	Tenant	50 0 0	50 0 0				
Sefton Isaac	"	200 0 0	60 0 0				
Waters Ezekiel	"	20 0 0	10 0 0				
Ledgerwood W.	"	25 0 0	25 0 0				
Smith John	"	50 0 0	10 0 0				
Flood Edward	14 0 4	.....	230 0 0				
Weakley George	Tenant	150 0 0	90 0 0				
Scott A. W.	16 0 22	.....	.....		
De Salis W. F.	17 1 3	345 7 6	310 3 9				
Crown Lands	26 2 17	.....	.....		
Patecele Sophia	0 2 0	300 0 0	26 1 0				
Martin John	0 2 0	.....	.....		
Buxton R. H.	0 0 1½	20 0 0	5 0 0				
Gilchrist John	0 2 0	.....	.....		
Kemp William	0 2 0	.....	26 1 0				
Wishart R.	0 2 0	.....	.....		
Drury Bryan	0 2 0	.....	.....		
Kenny Rev. J.	0 0 30½	25 0 0	21 11 9				
Mayo John	0 3 20	150 0 0	150 0 0				
M'Laughlin P.	0 0 17½	60 0 0	24 0 0				
Kelly Mary	0 1 24	70 0 0	50 0 0			Petty Sessions.	

Name of Owner.	Quantity of Land taken.	Amount		Costs in Cases		Names of Arbitrators appointed by Petty Sessions, Commissioner, or Claimants, also Umpires.	Amount paid for Services as Arbitrator or Umpire.
		Claimed.	Paid.	Where legal proceedings have been resorted to.	Settled by Arbitration.		
	a. r. p.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.
GREAT NORTHERN LINE—continued.							
Cooper Christopher...	0 1 25½	410 0 0	.....			
Smith Joshua	0 0 12	30 0 0	20 0 0				
Hannell C.	0 2 0	100 0 0	90 0 0				
Buyers & Learmonth	0 2 12½	175 0 0	99 0 0	.....	29 18 0	{ Thomas J. H., Comr..... Dodds A., Clt.....	10 10 0 5 12 6
Lennon J. G.	0 1 4	800 0 0	60 0 0				
Crown Land	3 3 5½	.....	.....		
Mayo John	0 2 6½	831 0 0	831 0 0			{ Gorrick J., Comr.	No detailed state- ment of costs in award.
Cobcroft Enoch	0 0 35¾	952 0 0	583 1 0	.....	.....	{ Dodds A., Clt.	
Do.	Tenant	100 0 0				{ Nainby F., Umpire ... }	
Brown James & A.	0 0 4½	263 6 8	263 6 8				
Eckford Mary	0 1 7½	642 0 0	461 19 0				
Muir J. & M. A.	2 1 1½	800 0 0	314 3 7	.....	25 0 0	{ Brown E. J. C., Comr. Borthwick J., Clt.	do
Muir Matilda C.	0 1 37½	450 0 0	324 10 0	.....	25 17 4	{ Gorrick J., Comr. Borthwick J., Clt.	do
Walsh John	0 0 37	400 0 0	300 0 0				
Adams John	Tenant	32 0 0	12 0 0				
M'Guinness John	0 3 19	200 0 0	50 0 0				
Trimby T.	0 1 14	.....	.....		
Duncan Catherine	0 1 16	120 0 0	27 0 0				
Smith John	5 2 14	6,563 0 0	698 10 0				
Elliott Mary	Tenant	10 0 0	10 0 0				
Walsh Jane	"	1 0 0	1 0 0				
M'Cue Timothy	"	100 0 0	12 12 6				
Evans Thomas	0 2 18½	415 0 0	415 0 0				
Burdekin Mrs. M. A.	0 0 17½	70 0 0	70 0 0				
Hynes & Mullens.....	0 0 21½	245 10 0	181 10 0				
Nicholson William	0 0 0½	60 0 0	60 0 0				
Moses Joseph	0 1 18	.....	450 0 0				
Elyard Alfred	0 1 18	560 0 0	385 0 0				
Harnett William	0 0 11½	260 0 0	210 0 0				
Young Jonathan	0 0 13½	240 0 0	116 0 0				
Green Peter	0 2 1½	575 0 0	550 0 0				
Seacombe William	0 1 9½	517 0 0	248 9 8				
Dangar Thomas	0 0 5½	300 0 0	150 0 0				
Patrick John & Mary	0 1 29	300 0 0	270 15 1				
Winter John.....	0 0 25	100 0 0	62 14 0				
Diviny Michael.....	0 0 2½	96 0 0	30 0 0				
Carter Thomas	0 1 11½	500 0 0	200 0 0				
Turner Robert	0 1 4	200 0 0	106 8 0				
Meacle Richard	0 0 2½	20 0 0	8 15 0				
Lipcombe William	0 1 25	340 0 0	285 0 0				
Davies F. E.	0 1 37½	242 10 0	175 0 0				
Wade William.....	0 0 8	40 0 0	40 0 0				
Stark Richard	0 0 10½	250 0 0	25 0 0				
Nicholson William	4 3 25	.....	.....		
Skinner John	0 2 28½	150 0 0	150 0 0				
Baldwin Otto	0 1 31	200 0 0	350 0 0	.....	46 13 0	{ Bourne R., Comr. Green P., Clt..... Dodds A., Umpire	No detailed state- ment of costs given.
Baldwin O. & E.	5 0 2	800 0 0	713 16 2				
Fearce J. E.	0 3 17	312 0 0	254 16 3				
Gould James	0 0 12	112 0 0	112 0 0				
Owen Samuel	0 2 25½	280 0 0	159 2 6				
Doyle F. M.	1 0 12	300 0 0	101 17 3				
Weston James	3 0 16	323 3 6	212 16 3				
Lynch Rev. J. T.	2 1 19	300 0 0	246 14 4				
Gould James	Tenant	5 0 0	5 0 0				
Filcher E. and H.	1 2 28	200 0 0	191 6 9				
Foss Jane	4 2 27½	403 13 5	331 5 0				
Clynes Patrick	6 3 0	438 15 0	337 10 0				
Russell Bourne.....	4 1 27	320 18 9	225 0 0	.....	184 11 6	{ Brown E. J. C., Comr.... Green P., Clt. Doyle A. J., Umpire	36 15 0 22 1 0 22 1 0
Rutherford G. S.	12 0 31	150 0 0	134 7 0				
Gorrick Isaac	Tenant	50 0 0	50 0 0				
Dowers Henry	12 2 9	613 18 0	224 4 11				
Winder T. and F.	27 2 11	500 0 0	207 5 4				
Do.	18 0 27	54 10 0	54 10 0				
Hansen Mary	1 1 19½	.....	.....		
Hardy Robert	3 2 26	32 19 3	32 19 3				
Macarthy J.	2 1 18	29 18 6	27 12 9				
King James	3 2 23	100 0 0	85 12 7				
Squires Josiah	4 1 31	100 0 0	79 13 3				
Patterson Thomas	6 0 6	272 9 0	79 7 5				
Hawkins J. and J.	5 0 37½	110 0 0	110 0 0				
Turner Mark	6 0 23½	68 19 4	68 19 4				
Clift Samuel	66 0 20½	2,206 2 6	622 0 10				
Hinton H. & F.	Tenant	92 4 0	90 10 0				
Coleman D.	7 0 9	240 0 0	229 15 10				

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	a. r. p.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.
GREAT NORTHERN LINE—continued.							
Chapman Mrs. C.	Tenant	95 0 0					
Egan Brien	4 3 29						
M'Crossin W.	Tenant	150 0 0	52 12 0				
Dangar Mrs. G.	0 2 0	60 0 0	40 0 0				
Bayliss John	0 0 31½	15 0 0	5 0 0				
Long P. (executors of)	1 2 7½						
Cliff Samuel	1 1 4½	40 0 0	25 12 5				
Mitchell James	33 2 5	1,200 0 0	365 3 7				
Pritchard W.	Lessee	38 19 0	15 0 0				
Swain James	"	300 0 0	79 0 0				
Crown Lands	66 2 23						
Thruon F. W.	2 3 23	130 0 0	15 18 3				
O'Brien Michael	6 1 30	39 6 3	39 6 3				
M'Donnell J. A.	21 2 8	907 15 0	394 13 0		31 13 0	{ Lesley W. C., Comr. Loder G. T., Claimant White G. B., Umpire }	No detailed statement of costs with award.
Brown J. and A.	3 2 5	500 0 0	43 0 0		84 14 0	{ Lesley W. C., Comr. Whytten R. C., Claimant Rodd R. A., Umpire }	10 10 0 10 10 0
Lynch Bryan	Lessee	100 0 0	25 0 0				
Larnach John	47 3 11	2,715 6 10½	1,656 17 1		78 0 6	{ Dodds A., Comr. Green J. P., Claimant Brown J., Umpire }	12 12 0 12 12 0 12 12 0
Church & School Land	7 2 15						
Faulkner David	Lessee	208 9 6	99 11 6				
Dangar W. J.	3 2 27	56 12 6	56 12 6				
Collett W. R.	5 1 8	147 10 0	117 16 9				
Hann Gotlieb	1 3 31	266 8 6	67 18 1				
Faulkner David	9 1 11	472 15 0	169 16 1				
Deerman Mary	Lessee	3 0 0	1 15 0				
Bayliss J.	"	10 0 0	10 0 0				
Waddell W.	0 2 32	33 2 6	11 2 10				
Waddell M.	1 3 21	194 1 3	72 16 10				
Murroe Alexander	5 2 15	313 18 9	221 5 10				
Mooney Bernard	2 1 22	209 13 9	125 19 10				
M'Dougall Andrew	15 3 25	3,000 0 0	675 10 0		57 3 4	{ Lesley W. C., Comr. Rotton W., Claimant }	10 10 0 10 10 0
M'Guire M.	2 1 36	500 0 0	173 6 0				
White Rev. J. S.	2 1 10	308 2 6	131 1 6				
Henston John	2 1 17	291 7 6	117 12 0		12 0 0	{ Lesley W. C., Comr. M'Cosker B., Claimant Lesley W. C., Comr. M'Faden, Claimant Dight S. B., Umpire }	No detailed statement of costs with award.
White Rev. J. S.	22 3 19	1,143 0 0	454 0 0		48 12 6		
Henston John	0 1 37	50 0 0	15 11 9				
White Rev. J. S.	9 2 16	700 0 0	243 8 3				
Allen George	12 2 27	200 0 0	200 0 0				
Crown Land	37 0 26						
Dight H. H.	8 3 39						
Cunneen M.	18 0 5	120 0 0	120 0 0				
Fotheringham A.	14 0 8	241 0 0	241 0 0				
Russell W. L.	162 2 28½	975 0 0	975 0 0				
Brady T. and F.	Tenants	70 0 0	70 0 0				
Camberwell Common	1 2 20						
Crown Land	1 2 27						
Nowland H.	3 1 18	200 0 0	71 1 11				
Crown Land	57 1 17						
Scott George	0 0 16½						
Leonard James	5 3 25	100 0 0	45 0 0				
Bowman W. E. and A.	44 2 18	1,115 6 3	523 14 11				
Bowman George	10 1 36	261 17 6	148 13 7				
Hall Thomas	9 2 15						
Crown Land	23 3 38½						
Bellew M. A.	0 1 19½	600 0 0	108 6 8				
Nowland H.	1 0 5						
St. Alban's Church, Trustees of.	0 1 9	183 15 0					
White Rev. W. E.	0 0 16½	75 0 0	23 2 0				
Dangar W.	0 0 18						
Hooper F.	0 1 2	100 0 0					
Nowland H.	0 2 35	287 10 0					
Humphries, Estate of.	0 1 1						
Budden William	0 0 30	300 0 0	179 6 0				
Wingrave Frederick	0 0 5						
Winsor H.	Lessee	24 0 0	5 0 0				
Hallen S., Trustees of	0 0 9	40 0 0	20 11 3				
Thompson W. C.	0 0 5	20 0 0	11 8 3				
Luscombe R. J.	0 0 7	26 5 0	15 8 9				
White Edward	0 0 8	50 0 0					
Eaton William	0 0 32	219 10 0	157 15 6				

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	a. r. p.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.
GREAT NORTHERN LINE—continued.							
Bowman George	0 0 25	50 0 0	37 7 6				
Hall Thomas	94 0 27						
Ward Margaret	Tenant	6 0 0	6 0 0				
Doyle J. F.	12 1 34	250 0 0	248 9 2				
Crown Lands & Streets	5 2 18						
Cundy John	1 1 28	100 0 0	48 3 7				
Crown Lands & Streets	4 1 0						
Rourke Martin	1 0 1	100 0 0	45 0 0				
Sweeney E.	0 2 0	60 0 0	8 0 0				
Johnston A.	0 3 0	100 0 0	30 0 0				
Johnston G. and A.	0 0 33		70 0 0				
Johnston A.	2 1 0	50 0 0	30 0 0				
Richardson J.	Lessee	10 0 0	2 10 0				
Kinsley W.	0 0 11	20 0 0	2 0 0				
Hall Matthew	0 2 37						
Higgins C.	0 1 2	20 0 0					
Crown Lands & Streets	5 2 15½						
Macqueen J. P.	9 3 38	200 0 0					
Dickson S. S.	8 1 15	435 0 0	111 7 0				
M'Tytre Mrs.	2 2 27						
Crown Lands & Roads	1 1 8						
Nowland H.	5 0 33	152 12 6	152 12 6				
Boyle M.	1 0 3	140 0 0	20 16 1				
Dangar F. H.	12 3 12	326 12 6	233 9 0				
Cook Thomas	25 2 8	637 10 0	583 9 8				
Dumaresq W.	45 3 33	1,602 15 0					
Johnston A., Executors of.	0 2 32	125 0 0	57 4 4				
Asser N. F.	0 2 0	100 0 0	50 0 0				
Evans Annie	0 0 17	75 0 0	26 5 0				
Want R. J.	0 0 17	100 0 0					
Wesleyan Church, &c., Trustees of.	0 1 27	50 0 0	46 1 3				
Morrow J. G., Trustees of.	0 0 17	12 0 0	12 0 0				
Berman Richard	0 0 17	12 0 0					
Terry James	0 0 33	300 0 0	300 0 0				
Wilshire F. R.	Lessee	1 0 0	1 0 0				
Chi W. O.	0 0 17	30 0 0	26 10 0	16 5 6	Petty Sessions.		
Corban Robert	0 0 17	40 0 0	40 0 0				
Kingswood W.	0 0 17	55 0 0	55 0 0				
Isaac Francis	0 0 34	110 0 0	110 0 0				
Higgins John	0 0 9	5 0 0	5 0 0				
Crawley Robert	0 0 17	12 0 0	12 0 0				
Gray G. and E.	0 1 6	50 0 0	22 6 3				
Goodwin John	0 0 34	50 0 0	50 0 0				
Cormie D.	0 0 23						
Rogers W. E.	0 1 23						
Daintry E.	0 0 17	10 0 0	10 0 0				
Collins Kate	0 0 23	35 0 0	18 19 6				
Miller M.	0 1 23	65 5 0	30 13 0				
Do.	3 2 6	120 0 0	120 0 0				
Frederick F.	0 0 23	25 0 0	21 0 3				
Miller Thomas	0 0 34	35 10 0	31 6 6				
Dunbar Elizabeth	0 1 6	35 0 0	35 0 0				
M'Cosker B.	0 0 23	15 11 3					
Hayne James	0 0 33	30 10 0	25 5 9				
Nowlan C.	0 0 17	15 0 0	12 13 9				
Arbon H.	0 0 17						
Russell Maria	0 0 23	15 0 0	15 0 0				
Edwards John	0 0 33	25 0 0	22 13 9				
Crown Land	0 1 6						
Caslic William	0 0 17	30 0 0	14 0 6				
Dangar T.	1 0 39						
Lake Samuel	0 2 36	30 0 0	26 14 5				
Crown Lands	12 0 5						
Dumaresq W. A.	11 0 26	216 6 0					
Crown Land	2 3 7						
Dumaresq W. A.	30 3 6	1,450 0 0					
Everett Edwin	32 2 31	340 0 0	340 0 0				
Rao Hugh	3 2 10	52 1 0	52 1 0				
Walsh Patrick	8 1 9	50 0 0	50 0 0				
Cummins P.	10 1 38	404 10 6	272 1 7				
Crown Lands & Streets	15 3 29						
Wright A. A.	0 2 0	12 0 0					
M'Carthy Joseph	1 2 0	100 0 0					
Cleary Thomas	0 2 0	50 0 0	5 0 0				
Abbott Francis	7 2 2	221 5 0					
Quigan James	Lessee	28 0 0					
Dangar Frank R.	9 0 8	271 10 0					
Donohoe Mary	1 1 14	50 0 0					

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	a.	r. p.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.
GREAT NORTHERN LINE—continued.								
Crown Land.....	1	1 3						
Walsh Mary.....	5	0 13	39 0 0	22 7 1				
Walsh James.....	0	1 16	5 0 0	1 10 9				
Crown Land.....	13	0 4						
Walsh James.....	5	0 36	50 0 0	50 0 0				
Crown Land.....	5	1 8						
Wright A. A.....	3	2 12	100 0 0					
Crown Land.....	15	2 4						
Clear Thomas.....	8	3 20	187 10 0					
Crown Land and Roads	2	0 4						
Wright P. W.....	48	0 10	1,480 12 6					
Nowland H.....	13	1 13	266 12 6					
Crown Land & Streets	3	0 23						
Brodie A.....	0	2 0	25 0 0	6 0 0				
Crown Land & Streets	1	0 0						
Cohen Lewis.....	1	0 20	30 0 0					
Cook Benjamin.....	0	0 21	35 0 0					
Crown Land & Streets	4	1 11						
Mullens W. H.....	4	0 16						
Webeck W., Executors of.....	2	0 33	95 0 0	88 12 0				
Shaw William.....	2	1 7	40 0 0	40 0 0				
Perkins Eleanor.....	2	0 4	109 10 0	90 0 3				
Cohen Joseph.....	2	0 27						
Episcopalian Church, Trustees of.....	2	0 26	70 0 0					
Nash Rev. J.....	Occupant							
Nowland H.....	17	0 21	342 12 6					
Long Mary Jane.....	15	3 36	256 0 0	250 14 6				
Coffey Richard.....	5	0 31	540 0 0	176 4 7				
Taggart Joseph.....	3	2 23	787 10 0					
Sterrett Elizabeth.....	0	2 12	120 0 0	30 7 9				
Glover David.....	0	0 28	150 0 0					
Loxton L. J.....	3	2 33	881 0 0					
GREAT WESTERN LINE.								
Russell Capt. W.....	1	0 10½	796 0 0	181 10 0		31 10 0	{ Blacket E. T., Comr..... Weaver W., Clt. Gorman J. V., Umpire...	5 5 0 10 10 0 5 5 0
Stinson Mrs. S.....	1	1 21½	312 13 1					
Harris Thomas.....	Tenant		100 0 0					
Harris Isabella.....	7	2 2	1,400 0 0	675 0 0		63 0 0	{ Blacket E. T., Comr..... Langley C., Clt.	18 18 0 18 18 0
Crown Land.....	1	1 3½						
Wentworth W. C.....	4	1 19	3,510 0 0	3,510 0 0				
Gwynne G.....	Lessee		41 0 0	41 0 0				
Kinnerley A.....	"		200 0 0	66 13 10				
Holland John.....	"		567 0 0	140 0 0				
Watson John.....	Tenant		21 0 0					
Coulter Robert.....	0	0 16	1,672 0 0	943 0 0		15 15 0	{ Houison J., Comr..... Caldwell J., M.P., Clt. ...	5 5 0 10 10 0
Hill John.....	0	0 17½	540 0 0	418 15 0				
Hughes Hugh.....	0	2 22	2,066 0 0	1,386 17 5				
Luker James.....	Tenant		15 0 0	5 0 0				
Barnes Joseph.....	0	0 36½	1,000 0 0	471 11 0				
Boulton Joseph.....	0	0 35½	400 0 0	240 7 4				
Presbyterian School, Trustees of.....	0	2 2½	285 0 0	285 0 0				
Coutts Rev. J.....	Tenant		30 0 0	10 0 0				
Turner George.....	0	0 23½	400 0 0	400 0 0				
Cheoditte V., Exors. of	0	0 5½	250 0 0	160 7 0				
Buckley George.....	0	1 9½	1,000 0 0	606 4 0				
Brennan Thomas.....	0	2 0	337 10 0					
Griffiths E.....	0	1 3	900 0 0	449 12 2				
O'Hara Neil.....	0	0 12½	70 0 0	58 11 4				
Entwistle W.....	0	0 5½	250 0 0	161 12 0				
Giltinan A. M.....	0	0 33½	700 0 0	627 11 4				
Fitzsimmons J. P.....	0	0 29½	500 0 0	306 14 3				
Barnett Thomas.....	Lessee		140 0 0	58 0 0		21 1 4	{ Blacket E. T., Comr..... Miller P., Clt.	5 5 0 5 5 0
Taylor H., Exors. of	0	3 16½	500 0 0	500 0 0				
Dunn R. & S.....	0	1 13	375 0 0	218 13 9				
Crown Land.....	18	2 39						
Wentworth D.....	21	3 30	438 15 0	438 15 0				
Galloway James.....	2	2 10½	34 12 6	34 0 0				
Leadbeater John.....	1	2 7½	300 0 0	189 2 10				
Davies William.....	1	1 8	42 0 0					
Bates James.....	1	3 14	55 2 6	41 16 8				
Meurant A.....	Lessee		30 0 0	30 0 0				
Best W.....	5	0 16	500 0 0	367 7 7				

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		Claimed.	Paid.	Where legal proceedings have been resorted to	Settled by Arbitration.		
	a. r. p.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.
GREAT WESTERN LINE--continued.							
Smith W. H., Trustees of.	2 3 12	75 0 0	75 0 0	}	3 3 0	{ Cowlshaw T., Comr. and Clt.	
Smith W. H., Trustees of.	3 1 15	100 0 0	94 19 0				
Wiltshire Robert.....	1 1 7	28 3 0	.....			
Kinsela T. Lessee	.....	30 0 0	20 0 0			
Carroll W.	1 1 7½	51 18 9	.....			
Grainger J. Lessee	.....	25 0 0	10 0 0			
Cornwall A.	1 1 36½	.....	.....		
Agland John.....	1 1 15½	26 13 9	26 13 9				
Wingate E.	1 1 35½	.....	.....		
Lewry James Lessee	.....	30 0 0	11 10 0			
Bowman George	4 1 1½	87 5 0	80 17 9				
Connor Margaret.....	0 0 26	120 0 0	.....			
Fitzsimmons J. P.	18 1 13	610 0 0	200 1 9				
Tamsett Charles	4 3 18½	157 14 0	122 4 4				
Campbell Mrs. R.	20 3 18½	310 0 0	339 9 0				
Crown Lands	35 1 18½	and a bridge without a bridge					
Crawford Robert Lessee	.....	171 2 6	120 11 0			
Dean Thomas	.....	50 0 0	50 0 0			
Cheek A.	2 2 0	150 0 0	52 14 0				
Meacher Thomas.....	11 1 5	600 0 0	320 0 8				
Baxter William Lessee	.....	86 10 0	86 10 0			
King P. G.	37 0 22	1,362 12 6	1,166 9 1				
Boots James..... Lessee	.....	25 0 0	11 0 0			
Matthews George	3 0 15½	204 15 0	80 17 3				
Lethbridge R. C.	19 0 2½	400 0 0	400 0 0				
Mizan Corah Lessee	.....	60 0 0	40 0 0			
Andrews Samuel	.....	5 0 0	5 0 0			
English Patrick	.....	30 0 0	12 10 0			
Landers James.....	0 1 36	10 0 0	10 0 0				
Cummins James	2 1 0	105 0 0	56 6 6				
Garlick William	2 0 5	120 0 0	65 16 3				
Smith John	10 0 31½	1,019 13 9	600 0 0	47 5 0	{ Blacket E. T., Comr. Langley C., Clt.	12 12 0 18 18 0
M'Glinchy Robert Lessee	.....	185 0 0	75 0 0			
White Edward.....	.....	20 0 0	12 15 0			
M'Knight Andrew ...	2 0 8½	2,000 0 0	864 1 0				
Walker John Lessee	.....	400 0 0	200 0 0			
Fabard John.....	0 2 0	250 0 0	135 9 3				
Fabard John P.	0 2 0	65 0 0	60 0 0				
Laing Alexander	0 2 0	400 0 0	144 6 5				
Allan Joseph	0 1 8	125 0 0	74 2 0				
King P. G.	0 3 11½	300 0 0	300 0 0				
Wheatley William ... Lessee	.....	150 0 0	48 0 0			
Neale George	0 1 30½	1,275 0 0	621 0 0	44 8 8	{ Stewart R., Comr. Tindale W., Clt.	10 0 0 10 0 0
Parson C.	0 0 2½	30 0 0	2 12 9				
Murphy Patrick	0 0 3½	25 0 0	3 3 0				
Elliott Robert	0 2 5	400 0 0	115 5 7				
Simpson William.....	0 1 2	100 0 0	50 0 0				
Gordons, Executors of	0 1 2	100 0 0	37 17 4				
Cottrell Charles	0 0 37	500 0 0	237 10 0	44 8 8	{ Stewart R., Comr. Tindale W., Clt.	10 0 0 10 0 0
M'Glinchy A.	0 0 5½	100 0 0	20 5 9				
Fisher Samuel	0 0 17½	300 0 0	173 11 5				
York William	0 0 16½	100 0 0	24 1 10				
Crane William.....	1 2 30	292 10 0	247 7 3				
Smith Thomas	0 0 6½	50 0 0	19 9 4				
Haynes G. E.	0 0 0½	5 0 0	0 15 0				
Kendall G. ....	.....	75 0 0	30 0 0			
M'Henry John.....	3 3 18½	1,200 0 0	587 17 9				
Woodriffe D. J.	21 2 21½	537 17 9	537 17 9				
Heavy & Wyche Lessee	.....	100 0 0	67 0 0			
Hubbard W. ....	.....	15 0 0	15 0 0			
Nash Ralph	.....	60 0 0	35 0 0			
Dolan Daniel	.....	328 10 0	130 0 0			
Woodriffe D. J.	7 2 32½	350 0 0	350 0 0				
Brookes Richard Lessee	.....	300 0 0	54 7 6			
Wilson Henry	.....	182 0 0	49 3 0			
Ryan J. T.	6 2 39	1,650 0 0	914 9 3	85 9 0	{ Robertson H., Comr. Tindale W., Clt. Richardson R. P., Ump. }	No detailed statement of costs with award.
Ryan J. T.	0 2 33½	700 0 0	500 0 0				
Devson Sarah Lessee	.....	30 0 0	5 10 0			
Beatson Robert	.....	100 0 0	5 0 0			
York Mrs. Maria.....	1 0 23	278 15 0	95 6 6				
Upton Daniel Lessee	.....	35 0 0	5 0 0			
Evans Mrs. Mary.....	1 0 23	150 0 0	112 16 6				
Lee William	0 2 30	30 0 0	30 0 0				

Name of Owner.	Quantity of Land taken.	Amount		Costs in Cases		Names of Arbitrators appointed by Petty Sessions, Commissioner, or Claimants, also Umpires.	Amount paid for services as Arbitrator or Umpire.
		Claimed.	Paid.	Where legal proceedings have been resorted to.	Settled by Arbitration.		
	a. r. p.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	M.P., noting Member of Parliament. P.S., noting Petty Sessions. Comr., noting Commissioner. Cl., noting Claimant.	
GREAT WESTERN LINE—continued.							
Upton Jessie	Lessee	10 0 0	3 10 0				
Grant John	5 1 26½	600 0 0	381 7 1				
Beatson Robert	Lessee	200 0 0	12 10 0				
Kite Thomas	0 3 15						
Colless George	Lessee	20 0 0	2 0 0				
Lawson W. J.	5 3 25	500 0 0	269 18 4				
Harvey & Cook	Lessees	115 0 0	38 15 0				
Cemetery, Trustees of	0 2 33						
Crown Lands	88 3 20						
Hale Henry	0 0 17	25 0 0	10 0 0				
Readford John	0 0 33	20 0 0	20 0 0				
Hovell W. H.	300 0 0	500 0 0	500 0 0				
Crown Lands	8 1 8						
Wascoe J. O.	2 0 20	200 0 0	54 2 10				
Crown Lands	38 3 35						
Smith Thomas	0 3 7	500 0 0	271 17 2				
Dougherty Edward	5 3 28	100 0 0	66 2 4				
Lawson S. A.	3 0 9	100 0 0	13 11 9				
Smith Thomas	2 0 27	50 0 0	11 3 1				
Crown Land	4 3 7						
Evans Mary	1 3 20	100 0 0	48 6 3				
Ryan John	Lessee	25 0 0					
Davies John	1 3 8	180 0 0	48 10 6				
Fealey Philip	Lessee	50 0 0	4 10 0				
Crown Lands	44 2 37						
Boland Thomas	3 3 12	1,000 0 0	410 5 6				
Ellison Thomas	5 0 0	3,500 0 0	1,593 5 6				
Crown Lands	22 0 37						
Buss William	20 0 0	100 0 0	44 0 0				
Crown Land	45 1 12						
Wilson Henry	0 0 27	100 0 0	0 18 6				
Dunn Thomas	Lessee	5 0 0					
Crown Land	43 2 9						
Dougherty E.	3 2 15	194 10 0	194 10 0				
Norris Richard	Lessee	70 0 0	45 15 0				
Crown Land	49 3 19						
Jones David	0 0 17	100 0 0					
O'Neill John	1 3 0	300 0 0	81 12 6				
Tirdale John	0 0 31						
Crown Land	88 3 0						
Sheppard George	5 0 0	1,100 0 0	649 19 3				
Crown Land	254 1 18						
Crown Land	517 0 0						
Brown Thomas	13 1 23½	500 0 0	133 14 4				
Pitt Robert	6 3 29	60 18 0	43 5 5				
Stewart Colin	5 2 9	55 11 3	55 11 3				
Brown Andrew	44 3 20	2,100 0 0					
Wilson Nathaniel	Lessee	25 0 0					
Holt Joseph		20 0 0	14 0 0				
Crown Lands	4 1 3						
Aldridge John	1 3 30½	550 0 0	176 0 8				
Blackford Richard	Lessee	630 0 0	115 0 0				
Crown Land	2 1 6						
Boag Robert	2 1 8	500 0 0	97 19 0				
Crown Land	1 0 34						
Sidey Mrs., Trustees of	1 0 32		10 19 3				
Burton Mrs., Trustees of	56 3 8½	600 0 0	518 19 4				
Crown Lands	44 2 0						
Hughes Mary Ann		5 0 0	5 0 0				
Talbot George	3 2 18	50 0 0	28 17 4				
Boulton William	15 2 0	100 0 0	56 3 0				
Thomson Charles	Lessee	10 0 0	10 0 0				
Burton Mrs., Trustees of	7 3 36½	80 0 0	80 0 0				
Crown Lands	54 0 1						
Fulton Mrs. J. W.	20 1 7	120 0 0	120 0 0				
M'Pherson D.	3 0 19	50 0 0	34 4 2				
Crown Land	21 3 34½						
Lee George	0 2 34	102 9 7½	40 0 0				
Crown Lands and Sts.	12 2 5						
Rotton Henry	1 2 12½	31 11 10	31 11 10				
Nias John G.	Lessee	50 0 0	10 0 0				
Luckie J. P.		250 0 0	70 0 0				
Davy A.	11 3 15½	84 0 0	84 0 0				
Manson W., Exors. of	8 0 28						
Crown Land	6 1 35						
Williams Charles	Lessee	40 0 0					
M'Clintock W.	5 0 1	75 5 3	75 5 3				
Corse, Estate of	11 1 25	150 0 0					
Rotton Henry	3 0 7	300 0 0	117 1 10				
Stewart J. B.	Lessee	90 0 0					

Name of Owner.	Quantity of Land taken.	Amount		Costs in Cases		Names of Arbitrators appointed by Petty Sessions, Commissioner, or Claimants, also Umpires. M.P., noting Member of Parliament. P.S., noting Petty Sessions. Comr., noting Commissioner. Cit., noting Claimant.	Amount paid for services as Arbitrator or Umpire.
		Claimed.	Paid.	Where legal proceedings have been resorted to.	Settled by Arbitration.			£ s. d.
	a. r. p.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.
GREAT WESTERN LINE—continued.							
Corse, Estate of	75 2 16	2,000 0 0	.....			
Williams Charles	Lessee	20 0 0	.....			
M'Laughlin John	"	80 0 0	13 11 8				
West John W.	"	50 0 0	50 0 0				
Martin Peter	"	50 0 0	8 2 6				
Martin John	"	50 0 0	18 10 0				
Milton Thomas	3 2 7	7 0 0	7 0 0				
Crown Land	15 3 22	.....	.....		
Vincent Henry	3 0 7	200 0 0	151 14 4				
Burchett David	4 0 37	200 0 0	126 2 6				
Burchett David	.....	50 0 0	12 0 0				
Brookes R.	35 1 7	315 0 0	315 0 0				
Toole George	Tenant	20 0 0	20 0 0				
Thomas Isaac	"	20 0 0	4 0 0				
Bryant Thomas	"	15 0 0	3 0 0				
Ramsay, Executors of	23 0 38	.....	.....		
Webb R. M.	Lessee	40 0 0	26 17 6				
Rowe John	28 2 39	1,100 0 0	346 11 3				
Wade John	21 3 4	740 0 0	278 17 9				
Crown Land	61 2 23	.....	.....		
Hawkins Ann	14 3 22	155 0 0	137 10 0				
Fleming William	29 0 34	340 0 0	177 17 0				
Stonestrect William	6 3 4	60 0 0	60 0 0				
Crown Land	42 1 30	.....	.....		
Locke Edward	14 0 3	300 0 0	196 8 11				
Egan William	20 1 34	200 0 0	200 0 0				
Campbell D.	17 1 6	200 0 0	200 0 0				
M'Phillamy R.	17 3 22	216 0 0	195 0 7				
West C. J.	13 2 22	.....	.....		
Fulton H. M.	17 2 22	460 0 0	372 8 8				
West Joseph	0 2 8	.....	.....		
Crown Land	44 2 34	.....	.....		
Kite Thomas	16 1 31	.....	.....		
Kite Thomas	14 1 13	.....	.....		
M'Phillamy C.	2 0 23	.....	.....		
Kite Thomas	10 2 23	.....	.....		
Lee W. and J.	3 1 12	.....	.....		
RICHMOND AND WINDSOR LINE.							
Bowman George	11 1 17½	340 15 4½	233 9 0				
Chisholm Mrs. E. J.	14 1 8½	429 0 0	337 13 9				
Harvey Thomas	Lessee	250 0 0	81 0 0				
Duras Patrick	"	10 0 0	6 10 0				
Pearce William	3 1 5½	33 0 0	33 0 0				
Williamson Sarah	5 2 17½	380 0 0	126 6 11				
Bates James	Lessee	35 0 0	7 10 0				
Pye David	7 1 27	273 0 0	201 10 6				
Schofield John	5 3 30¾	100 0 0	100 0 0				
M'Culloch A. H.	30 2 21½	300 0 0	300 0 0				
Leshan John	1 0 2	30 2 6	30 2 6				
Ouvrier John	1 3 19½	34 0 0	34 0 0				
Pendergust James	2 3 28	30 0 0	30 0 0				
Williams William	5 0 4	80 0 0	80 0 0				
Richmond Hill Com- mon, Trustees of.	8 0 6½	.....	.....		
Cunneen D. and M.	4 2 15	453 13 0	253 12 5				
Fitzgerald Robert	3 3 6	189 7 6	189 7 6				
Turner R. and W.	0 0 1½	40 0 0	40 0 0				
Curlless Bertha	0 0 16½	50 0 0	29 8 0				
M'Call John	0 2 0	100 0 0	100 0 0				
Oxley Sarah	0 1 0	50 0 0	50 0 0				
Maberly M. A.	0 0 38½	75 0 0	50 0 0				
M'Kenzie W.	0 0 17	22 10 0	22 10 0				
Johnson John	0 1 0	70 0 0	64 0 0				
Hobbs William	.....	150 0 0	90 0 0				
Stewart Robert	0 0 20	60 0 0	41 5 0				
Robinson John	.....	75 0 0	25 10 0				
Cope J., Estate of	1 0 16½	300 0 0	219 0 0				
Onions Mary Ann	0 0 20	50 0 0	.....			
Williams F.	1 0 0	100 0 0	100 0 0				
Hoskisson John	1 0 0	100 0 0	.....			
North Samuel	0 0 15	40 0 0	40 0 0				

Name of Owner.	Quantity of Land taken.	Amount		Costs in Cases		Names of Arbitrators appointed by Petty Sessions, Commissioner, or Claimants, also Umpires.	Amount paid for services as Arbitrator or Umpire.
		Claimed.	Paid.	Where legal proceedings have been resorted to.	Settled by Arbitration.		
	a. r. p.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.
RICHMOND AND WINDSOR LINE—continued.							
M'Quade William ...	4 0 2	625 0 0	505 13 8				
Roberts Edward	1 2 4	200 0 0	136 18 9				
Dargin Sophia	2 1 17½	400 0 0	185 3 0				
Ezzy Executors of ...	0 1 11½	16 13 0	16 13 0				
Hoskisson John, junr.	0 1 6	16 10 0	16 10 0				
Roberts John	0 0 27½	10 0 0	10 0 0				
Moore John	0 1 27	20 16 0	20 16 0				
Loder James.....	0 2 29½	150 0 0	63 3 9				
Richmond Common, Trustees of.	14 3 19						
Wesleyan Church and School Trustees of.	1 2 28½	200 0 0	167 16 3				
Onus Joseph.....	0 0 25½	60 0 0	40 8 6				
Town Andrew	0 1 6½	110 0 0	53 7 3				
Forbes A. H.	Tenant	13 0 0	3 0 0				
Town William	0 0 30	} 290 0 0	37 1 0				
Town Andrew	0 0 34½		37 1 0				
Town Kate	0 0 29		37 1 0				
Badgery Mrs.	Trustees of						
Davis Charlotte	0 0 11½	} 100 0 0	33 6 8				
Oldfield E. S.	0 0 11½		33 6 8				
Lewis E. R.	0 0 11		33 6 8				
Thompson F.	0 0 29½	75 0 0	51 10 7				
M'Ginnity John	0 0 15½	150 0 0	135 13 1				
Bowman W.	1 0 20	200 0 0					
Webb Matthew	0 0 13	150 0 0	40 3 9				
Webb Elizabeth	0 0 34½	250 0 0	86 4 4				
MORPETH LINE.							
Muir M. C.	0 3 17½	250 0 0	94 14 0				
Gooch H.	Tenant	10 0 0					
Muir James	4 1 20½	1,000 0 0	630 0 0				
Peno John	Tenant	50 0 0	8 15 0				
Magrane Sophia	0 1 12½	500 0 0	98 18 7				
Muir Elizabeth	0 1 29	750 0 0	439 7 6				
Dixon F. W.	3 1 7	750 0 0	477 17 7				
Eckford Henry.....	1 0 31½	3,564 0 0	846 17 4	66 2 0	{ Portus J. A., Comr.	20 0 0	
					{ Brunker J. S. N., Clt. ...	20 0 0	
Eckford Mary	4 0 19	4,134 0 0	520 16 1	120 17 0	{ Portus J. A., Comr.	36 15 0	
					{ Dodds A., Clt.	36 15 0	
Pricc William	Tenant	20 0 0	20 0 0				
Hall Thomas	0 0 36	50 0 0	15 0 0				
Hall Thomas	0 0 39	1,600 0 0	947 0 0	66 2 0	{ Portus J. A., Comr.	20 0 0	
Howe R., Exors. of ...	1 2 38	350 0 0			{ Sim D., Clt.	20 0 0	
Donnelly John	Tenant	30 0 0	30 0 0				
Close E. C.	11 2 2½	285 0 0	285 0 0				
Stapleford John	0 0 2½	1 0 0	1 0 0				
M'Fayden M.	Tenant	15 0 0	15 0 0				
Whithead Abel	"	100 0 0	40 0 0				
Crown Land	0 3 35						
Greeves Dr. A. F. A.	0 1 28	250 0 0	250 0 0				
Ballard Robert.....	0 0 22½	1,500 0 0	1,419 5 10				
Close R. C.	0 1 1	300 0 0	284 12 11				
Close G. C.	0 0 20						
Campbell James	Tenant	15 0 0	15 0 0				
Young Jonathan	0 0 4	5 10 0	5 10 0				
Hilder Estate of	0 0 11½	450 0 0	235 15 0				
Logan Peter	Lessee	300 0 0	100 0 0	10 14 0	{ Hannell J., M.P., Comr....	2 2 0	
					{ Robinson J., Clt.	2 2 0	
Young Capt.....	0 0 6½	500 0 0					
Close G. T. P.	0 0 8½						
Morehead and Young	0 0 25½	1,250 0 0	843 9 1				
Chapman —, Execu-	0 1 6½	680 0 0	508 4 9				
tors of.							
O'Connor William ...	Tenant	40 0 0	40 0 0				
Close G. C.	0 0 20½						
Geering Henry.....	Lessee	90 0 0	75 0 0				
Campbell M. C.	0 0 36½	500 0 0	500 0 0				
Butler A.	Tenant	25 0 0	7 10 0				
Taylor James	0 0 33½	2,500 0 0	1,860 0 0	203 4 0	{ Hannell J., M.P., Comr.	52 10 0	
					{ Wisdom R., M.P., Clt....	52 10 0	
					{ Lackey J., M.P., Umpire	52 10 0	

Name of Owner.	Quantity of Land taken.	Amount		Costs in Cases.		Names of Arbitrators appointed by Petty Sessions, Commissioner, or Claimants, also Umpires.	Amount paid for services as Arbitrator or Umpire.
		Claimed.	Paid.	Where legal proceedings have been resorted to.	Settled by Arbitration.		
	a. r. p.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.
<i>MORPETH LINE—continued.</i>							
Robertson J. B.	0 0 11½	300 0 0	300 0 0				
Arnold W. M.	0 0 24½	291 10 0	291 10 0				
Randle J. B.	0 1 11	2,500 0 0	1,885 0 0	.....	51 4 0	Dodds A., M.P., Comr., Clt.	15 15 0
Canvin Maria	0 2 12	3,000 0 0	2,186 16 0				
Close G. T. P.	0 0 32½	.....	.....		
Australian Steam Navigation Company.	Lessees	1,000 0 0	1,000 0 0			Hannell J., M.P., Comr.	68 5 0
Do.	.....	400 0 0	400 0 0	.....	264 7 0	Wisdom R., M.P., Clt. ...	68 5 0
Do.	Lessees	240 0 0	140 0 0			Lackey J., M.P., Umpire	68 5 0
Pearce Miss	0 0 28½	500 0 0	385 0 0	.....	44 13 0	Hannell J., M.P., Comr.	10 10 0
O'Keefe Patrick	0 0 34½	650 0 0	615 0 0			Nainby F., Clt.	10 10 0
Jacques C. E.	0 0 30	1,200 0 0	950 0 0	.....	183 12 0	Dodds A., M.P., Umpire..	5 5 0
Hunter River New Steam Navigation Company.	0 1 20½	.....	.....			Hannell J., M.P., Comr.	47 5 0
Canvin —, Executors of.	0 0 22	200 0 0	161 6 0			Wisdom R., M.P., Clt. ...	47 5 0
O'Dell Thomas	0 0 13½	142 0 0	133 16 3			Lackey J., M.P., Umpire	47 5 0
Johnson Thomas	0 0 8½	118 0 10	118 0 10				
Campbell James	0 0 15½	100 0 0	100 0 0				
Close E. C.	1 3 31	70 0 0	70 0 0				
Knox James	Lessee	100 0 0	7 0 0				

1870-71.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAYS.

(RETURN OF GROSS RECEIPTS FOR CONVEYANCE OF WOOD FROM SOUTH CREEK, ROOTY HILL, AND FAIRFIELD STATIONS.)

Ordered by the Legislative Assembly to be Printed, 21 February, 1871.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated 14 October, 1870, That there be laid upon the Table of this House,—

“ A Return of the gross receipts for the conveyance of Wood from the
 “ Stations of South Creek, Rooty Hill, and Fairfield, respectively, during
 “ the month of September, 1869; also a similar Return for the month of
 “ September, 1870.”

(Mr. Lackey.)

RETURN of Gross Receipts for the conveyance of Wood from the Stations of South Creek, Rooty Hill, and Fairfield, respectively, during the month of September, 1869, and September, 1870.

September, 1869—Stations.	Gross Receipts.	September, 1870—Stations.	Gross Receipts.
	£ s. d.		£ s. d.
South Creek	143 12 10	South Creek	165 10 6
Rooty Hill.....	131 15 11	Rooty Hill.....	121 6 2
Fairfield	153 10 3	Fairfield.....	77 6 6
	428 19 0		364 3 2
Cabramatta	22 19 6	Cabramatta	74 13 6
	£ 451 18 6		£ 438 16 8

1870-71.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CARRIAGE BY RAILWAY OF COAL AND OTHER MINERALS.

(PETITION—PERSONS INTERESTED IN THE DEVELOPMENT OF THE MINERAL RESOURCES OF THE COLONY.)

Ordered by the Legislative Assembly to be Printed, 20 June, 1871.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of the undersigned persons interested in the development of the mineral resources of the Country,—

HUMBLY SHOWETH :—

That it is highly desirable that your Honorable House should take into its immediate consideration the justice and policy of reducing the present high charge for cartage for coals and other minerals by the Government Railways, with a view to the permanent reduction of the same.

Your Petitioners are of opinion that a permanent reduction would give great relief to those now engaged in developing the mineral resources of the Country, and encourage others to enter into similar undertakings,—would tend to make the Railways permanently profitable,—and, by giving employment to labour, would promote the settlement of the Country, and confer many other general advantages on this Country.

Therefore your Petitioners humbly pray your Honorable House to take the premises of this Petition into your immediate favourable consideration.

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

[*Here follow 15 Signatures.*]

1870-71.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAYS.

(RETURN OF COST OF, TO 31 MAY, 1871.)

Ordered by the Legislative Assembly to be Printed, 22 June, 1871.

RETURN of Cost of Railways, including preliminary Surveys, Engineering Expenses, Clerical Assistance, purchase of Land, construction of Lines, Bridges, and Buildings; Cost of Permanent Way, Rails, Chairs, Sleepers, and Ballast, together with Rolling Stock and Machinery, to 31st May, 1871—Stores for May not included.

Date.	Name of Lines.	Length of Lines.	Amount expended to 31st May.	Estimated to complete Bathurst and Goulburn Lines.	Total ascertained and estimated.	Cost per mile.	
1871.			£	£	£	£	
May 31	Pitt-street Tramway .....	...	4,878	.....	4,878	.....	} Includes all roads and buildings, Sydney Station.
	Darling Harbour Branch .....	...	63,982	.....	63,982	.....
	Sydney to Parramatta.....	14	706,180	.....	706,180	50,441	
	Parramatta Junction to Picton	40	667,241	.....	667,241	16,681	
	Picton to Goulburn.....	81	1,022,927	.....	1,022,927	12,628	
	Parramatta to Penrith	20	308,238	.....	308,238	15,411	
	Penrith to Bathurst—Kelso	109	1,572,342	143,983	1,716,325	15,746	
	Newcastle to Singleton	49	749,995	.....	749,995	15,306	
	Singleton to Armidale, to Murrurundi	70½	604,570	128,870	733,449	10,403	
	Windsor and Richmond Railway	16	82,832	.....	82,832	5,177	
	Morpeth Branch Line.....	3½	53,795	.....	53,795	15,370	
	Total Constructions.....	403	5,836,989	272,853	6,109,842	15,160	Average per mile.
	Rolling Stock, N.	£118,974					
	S.	329,773					
			448,747				
	Machinery, N.	4,637					
	S.	15,182					
			19,819				
	Total Expenditure to date		£6,305,555				

* NOTE.—Paid from Loans' Account £6,219,734
 „ Consolidated Revenue 85,821
 £6,305,555

H. A. HALL,
 Accountant.
 22/6/71.

1870-71.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAYS.

(REPORT OF BOARD APPOINTED TO INQUIRE INTO THE SYSTEM OF RAILWAY ACCOUNTS, &c.)

Ordered by the Legislative Assembly to be Printed, 31 January, 1871.

[*Laid on Table in compliance with reply to Question No. 2, Votes and Proceedings No. 56, of Friday, 18 November, 1870.*]

REPORT of the Board appointed to inquire into the system of Railway Accounts, &c., with Minutes thereon by the Commissioner for Railways, and other papers ; laid upon the Table of the Legislative Assembly, in pursuance of the answer given by Mr. Secretary Sutherland to Commander Onslow, Question No. 2 on the Business Paper of 18th November last.

THE AUDITOR GENERAL TO THE COMMISSIONER FOR RAILWAYS.

70-1879.
26/5/70.
SIR,

Audit Office, Sydney,
18 May, 1870.

In accordance with your Commission forwarded to me in the Honorable the Colonial Secretary's letter Dated 31 March, of 6th ultimo, I do myself the honor to transmit the Report of the Board appointed to inquire into and examine the 1870. previous and present mode of keeping the Railway Accounts, &c., &c.

I have, &c.,
C. ROLLESTON.

Report of the Board appointed to inquire into and examine the system of Accounts and Book-keeping in the Railway Department.

AFTER as careful an investigation of the past and present system of accounts and book-keeping as they have been able to undertake, the Board have agreed to the following Report :—

It appears that in the year 1867, upon the discovery of Eastwood's defalcations, it was thought expedient to remove the then Accountant, Mr. Walker, and to introduce an Accountant from outside the Public Service, with the view, as it was thought, of securing a more efficient performance of the duties appertaining to the office.

The attention of the Board has been particularly directed to the system of accounts and book-keeping introduced and carried on by Mr. Ashdown, and they have been unable to discover that the objects contemplated in making the appointment have been attained ; on the contrary, the system originally inaugurated by Mr. Rae, and carried on by Mr. Walker, appears not only not to have been improved upon, but rather to have been encumbered with unnecessary and impracticable subdivisions of the working expenses, whilst the most important object connected with book-keeping, namely, the being able to show at any moment the exact state of the accounts both on the revenue and expenditure side, would seem to have been almost disregarded.

The Board were informed by the Engineer-in-Chief, and by Mr. Quodling, that although constant applications had been made to the Accountant for a Statement of the Balances at the credit of Votes, he had never succeeded in getting one; and that, in so far as any information from the Accountant was concerned, the Engineer-in-Chief was working entirely in the dark as to the amounts at his disposal for carrying on the several railway works under his control.

Thus much in general.

The Board will now proceed to notice in order the points which have struck them in the course of their investigation, and to make such recommendations as have suggested themselves for simplifying and improving the system in both the Accounting and Store Branches of the Department.

1. Accountant Branch.

Whilst it is desirable that the Accountant should hold a proper position in the department, it is very undesirable that he should be placed in a position where he can set at nought the directions of an officer charged with such important duties as the Engineer-in-Chief—duties at the same time so intimately connected with the expenditure of the votes. So long as the office of Commissioner for Railways is in the hands of the Minister, the Accountant ought to be made amenable to the Engineer-in-Chief in all such matters as affect his branch of the Service.

It is utterly impossible, no matter what may be the abilities or industry of the Minister, that he can give that attention which is necessary to the proper administration of the Railway Branch of his department to the neglect of all the others; and it would seem that there is no officer in the department to whom his authority could be so properly delegated as to the Engineer-in-Chief, who is charged with such important duties, and with the expenditure of by far the largest proportion of the Railway Votes.

The Board do not consider that they are exceeding the limits of their Commission in making these observations, because the position of the Accountant has an important bearing upon the question submitted to their inquiry; and they are of opinion that much of the disorder and difficulty which have occurred with reference to the accounts are attributable to the wrong position in which the late Accountant was placed with regard to the superior officers of the department; and they would strongly recommend that in any new arrangement that may be projected, the subordination of the Accountant to the Engineer-in-Chief, as well as to the Commissioner, should be borne in mind.

The subdivisions of the Working Expenses of the Railway Lines, introduced by Mr. Ashdown, having been abandoned, the Board need only, in passing, state their opinion that no ingenuity and no amount of labour could have secured accuracy in accounts kept upon this plan, and that they approve of the plan upon which the working expenses are now distributed.

It is considered that the books of account are encumbered with too much detail, and that they should be freed from all information of a purely statistical nature.

If it is necessary, for the information of the Commissioner or of Parliament, to maintain a register of minute statistics to show the comparative cost and working of lines or portion of lines, let it be done, but it should not be permitted to encumber and confuse the principal account books of the department.

These account books should consist of,—

1. Revenue Cash Book,
2. Expenditure ditto,
3. Journal, and
4. Ledger, for showing the expenditure under votes or appropriations of Parliament.

The Revenue Cash Book should show the daily receipts and their disposal.

The Expenditure Cash Book should show the advances from the Treasury to the Commissioner, the accounts forwarded for liquidation by the Treasurer, and the expenditure of the same under votes of Parliament.

The Journal is necessary for recording the particulars of entries of a miscellaneous nature, transfers and store accounts.

The Ledger should be modelled on the principle of the Treasury Appropriation Ledgers, so that the exact balance on any vote may be ascertained at a moment's notice.

To secure this important result payments must be posted against the votes *at once*, and daily checked with the entries in the Cash Book.

Monthly balance sheets should be prepared and submitted, *after verification at the Treasury*, to the Commissioner, for the information of himself and the Engineer-in-Chief.

This system of accounts should come into operation on the 1st of July next.

A Register, or subsidiary Ledger, should be opened on the same date for detailing the expenditure in such form as may be directed by the Engineer-in-Chief, with the Commissioner's approval.

In order to secure uniformity of system and correctness of accounts in the future, the balances of railway appropriations, as exhibited in the books of the Treasury on the 1st of July next, should be adopted as the basis of the new books.

Then, when the old books are written up to the end of June, the balances should be compared with the balances given by the Treasury, and an explanation of any discrepancies that may be found should be afforded as soon as possible.

The Cash Books before referred to should be kept by the Cashier, and they should be checked *daily* by the Accountant.

With reference to the traffic receipts, the Board are of opinion that an improvement would be effected were the Cashier required to take the Station Masters' daily collections direct to the Bank.

The Bank authorities should be invited to tell off one of their officers to assist the Cashier in opening the bags and counting the money, and there and then give him a receipt for it.

Under the present system there are two countings—firstly in the Railway Office by the Cashier alone, and secondly in the Bank; and this further advantage would be secured by the plan proposed, namely,—the check of a Bank official in support and confirmation of the tally made by the Cashier.

At the present time, were a dispute to arise as to the contents of a particular bag, the Commissioner would be very much puzzled to know upon whom to lay the blame for any deficiency—whether upon the Cashier or the Station Master. Supposing the Bank authorities should object to the proposed arrangement, the Board are of opinion that the responsibility of opening the bags and counting the money should be shared by the Accountant.

In connection with the Station Masters' receipts there is a class of payments coming through them which requires placing on a better footing, that is, the accounts known as "Station Traffic Accounts," which are prepared and rendered by the Station Masters to the railway customers.

The Board think it very desirable that these payments should be made to the Station Masters, and not to the Cashier as has been the practice; and if in the case of the Coal Companies it is deemed expedient to allow them to pay the amount of their accounts at the head office, such cases should be made exceptional, and notice of payments should at once be given to the Station Masters.

Before closing this branch of the inquiry the following suggestions may be added, namely:—That all letters received by post should go through the Chief Clerk, and not to the Accountant direct; and that all securities in the shape of cheques, cash, or debentures, should be lodged in the Treasury.

It is considered important, moreover, that the Accountant should be required to furnish, monthly, reports to the Commissioner as to the state of the accounts, and of his branch generally; in which he should bring under notice everything that occurs to him as desirable that the Commissioner or Engineer-in-Chief should be made acquainted with.

This should be accompanied by a comparative statement of the past month's revenue, and by a statement showing the sums that have been received for the same period through the Chief Clerk, as well as from miscellaneous sources.

As intimately connected with the Account Branch, perhaps this may be the proper place to notice the question of the payment of wages.

It appears that this is done bi-monthly; and that it involves a very considerable amount of labour, not only in the preparation, but in the paying of the accounts.

The Board do not see why the regular railway employés, like all other public servants, should not be paid monthly. It would be a great relief to the department, and ought not to be regarded as a hardship by the railway servants.

2. Stores.

The examination of the Store Branch did not afford to the Board satisfactory evidence of intelligent or effective administration.

There would seem to be a want of method and system in this department.

The Ledger is many months behind in its postings. Stock-taking has been neglected, and the balances as shown by the books of the Storekeeper are irreconcilable with the balances in the books of the Railway Accountant.

As the basis of a new system, the Board would recommend that stock should be taken on the 1st July next; and to secure this being done properly and effectually, they recommend that the stores should be rigidly closed, and that no issues should be allowed during the first week of that month, or longer if necessary; and that from thenceforth there should be a semi-annual stock-taking, the first weeks in January and July respectively.

The stock-taking should be under the control and management of the Traffic Auditor; and a new Stock Ledger should be opened, and all accounts commenced with the quantities and values of goods actually in store at such stock-taking.

It is further recommended that the stores should be open for the issue of stores *two days in the week only*. It has been ascertained that this will meet all the reasonable requirements of the Service, and the arrangement will leave no excuse to the clerical staff on the score of interruption, for the books not being regularly posted up to the day.

It would conduce very much to the diminution of labour in the office were merchants and others supplying goods to the Railway, required to fill up their own vouchers for payment, upon the proper Government forms, instead of throwing this labour upon the officers of the department, which is a very unnecessary addition to their duties.

As some difficulty is experienced in fixing the prices of goods, owing partly to the inconvenient manner in which tenders for stores are invited (to which reference will be made by and by), the Board would recommend that the prices at which goods are to be valued should be determined by the average cost of those last invoiced; and that in future, all stores issued should be charged at the average price of every month's balance of quantities.

The Stock Ledger should be balanced monthly, and a balance-sheet of the quantities on hand, and their values, should be prepared at the expiration of each month, and forwarded for the information of the Traffic Auditor.

As a check upon issues, all requisitions for stores should be approved by the Commissioner or Engineer-in-Chief, and the Storekeeper should not have the power of ordering stores of any description without the sanction of the Commissioner.

The Board have ascertained that the practice of ordering stores not in contract, without reference to the Commissioner or Engineer-in-Chief, has prevailed to the extent of many thousand pounds in the year; and they cannot too strongly condemn the practice, as opening the door to bribery and corruption.

It is right here to draw attention to the fact that the keys of the stores are committed to the custody of the watchman only, who has access to the stores at all hours of the day or night; and that no security is taken for his faithfulness. The public property is thus exposed to unnecessary risk, which should no longer be permitted.

Access to the stores without the knowledge of the Storekeeper or of a responsible clerk ought to be prohibited, and the Storekeeper should be held strictly responsible in this matter.

Another evil practice appears to have sprung up in the Store Branch, and has extended, it is believed, in other directions, and that is, the practice of paying officers permanently employed, out of the Vote for Working Expenses. It is conceived that all officers permanently engaged on clerical duties should be specially provided for upon the Estimates.

They now come to the mode of inviting tenders for railway contracts. Some improvement has lately been introduced in the classification; but the principle of fixing the prices upon classes of articles and inviting a percentage reduction over the whole is very inconvenient, and, the Board think, very objectionable.

The inconvenience is felt very seriously in the Store Department in determining the prices to affix to the different kinds of stores; and the objection seems to be that it discourages competition—throwing the contracts into the hands of a few persons; and so enhancing the cost of the supplies to the Government.

The Board would strongly recommend that this system should be abandoned, and that one based upon estimated quantities should be substituted.

This plan has been found to work admirably in obtaining the supplies for the Government Asylums, and no reason is seen why the principle should not act equally well with the Railway Contracts.

The Board have not deemed it necessary to visit the stores at Newcastle. They conceive that the same principles should regulate the system there as are applied to the stores in Sydney.

It might be well however, on account of the distance from head-quarters, and the consequent difficulty of exercising so watchful a supervision, that the Storekeeper should be placed under the control of Mr. Beeston, the Traffic Manager. He should be required to furnish periodical returns of the state of his stores, and to send in requisitions for authority to purchase fresh supplies, as the exigencies of the service may require, when the stocks are getting low; and these requisitions should be countersigned by the Traffic Manager.

Under this branch of their inquiry, it only remains for the Board to state that it will be well that the examination of the old store accounts be proceeded with energetically; but the result must in no way be allowed to interfere with the stock-taking on the 1st July, which is to be the basis of the new system.

The discrepancies found to exist between the value of the stock actually on hand on the 1st July and the value worked out from the old books may be carried to a suspense account, and the authority of the Executive Council obtained for the final disposal of them.

A more energetic and a more intelligent administration of this branch of the Service would seem to be very desirable; and the Board have reason to think that the supervision of the Traffic Auditor, which has lately been established, will effect a very beneficial change in the management of this, apparently, much neglected department.

The practice of charging the invoices of all stores purchased to the Loans' Votes in the first instance, and crediting these votes with the value of stores issued for the working expenses of the lines, having been brought under their notice,—the Board, before leaving this branch of the inquiry, desire to record their approval of the practice; having been given to understand that it has worked conveniently, and that by far the largest proportion of the invoices is chargeable to the construction of the lines, and therefore properly debited to Loans' Account.

3. Traffic Auditor.

The Board are glad to be able to notice with commendation the efforts of the Traffic Auditor to introduce an effective check upon the revenue. As regards the traffic receipts, the system which has been established by him seems to be of the most thorough kind; but hitherto he has exercised no check upon the miscellaneous receipts of the department.

This defect has recently been cured by the "Amended Instructions to the Traffic Auditor," issued on the 8th ultimo.

The Board recommend that the check of the Auditor should extend to the entire receipts from all sources, and that his position and authority should be carefully maintained, and strengthened where it may be found weak. A more suitable set of offices, and in a more suitable position, is urgently required; convenient office accommodation being very essential to the proper conduct of the duties of this officer.

4. Appropriation of Votes and Supplementary Votes by the sale of materials, stores, &c.

Under the first of these heads the Board think that there ought to be no difficulty, if the votes, as they ought to do, clearly define the objects for which they were taken; yet it seems that between the late Accountant and the late Engineer for Existing Lines much confusion has arisen; indeed the necessity for regarding Votes of Parliament does not seem in any very strict sense to have presented itself to their minds. Probably the confused state of the accounts caused difficulties in distributing the expenditure with accuracy. However this may have been, it appears that appropriations were made in a very loose manner, and generally without reference either to the Commissioner or to the Engineer-in-Chief; at all events, if the Commissioner's sanction was sought, it was "*pro forma*," and seems to have been given as a matter of course upon the recommendation of the Accountant.

The Board recommend that the approval of the Commissioner or Engineer-in-Chief should be obtained to every appropriation in future.

As to the question of "Supplementary Votes by the sale of materials, stores, &c.," the practice is, in the opinion of the Board, highly objectionable, unless under parliamentary sanction. Some of the instances brought forward by the late Accountant in a parliamentary paper recently published, are merely replacements of moneys taken from the votes, and are very properly carried to the credit of the votes from which they were originally taken.

If the following rule is observed there can be no difficulty in this matter, namely, that wherever a vote has been debited with an expenditure for land, or material, or stores purchased for carrying out the object of the vote, and any portion of such land, material, or stores, is sold, it is quite legitimate to replace the proceeds to the credit of the vote; but it is not a legitimate transaction to supplement a vote from sources foreign to that vote; for instance, to supplement the vote for relaying the Parramatta Line by the sale of old materials on that line was wrong; it was improperly spending money without parliamentary sanction, because the cost of the old material had never formed a charge upon the vote. Had it been so, the propriety of the transaction could not have been impeached.

The intelligent application of this principle will obviate any future difficulty, and may be left very safely in the hands of the Engineer-in-Chief.

5. Misappropriations.

The Board have not deemed it necessary to search the books of the department for instances of misappropriation of votes of Parliament. They have alluded to the apparent disregard of parliamentary votes by the late Accountant and Engineer of Existing Lines, of which a notable example has come under their observation with reference to a vote of £12,000 taken in 1865 for railway shed, over one-third of which sum was expended on works utterly foreign to the object for which the vote was taken.

The misappropriation would seem to have escaped detection until the Engineer-in-Chief took charge of the lines, and even as late as last year a misappropriation of over £400 was discovered in connection with a vote of £20,000 for the Morpeth Line.

It is obvious that these and many other irregularities are traceable to the want of an efficient permanent head to the Railway Department.

As they have before said, it is impossible that the Minister can efficiently discharge the duties of Commissioner; and the Board cannot withhold the expression of their opinion that it would be greatly for the advantage of the department, and of the public interests generally, could the Engineer-in-Chief be induced to assume the responsibilities of the office.

The Board, in conclusion, desire to acknowledge the readiness with which their inquiries were met by all the officers of the department.

Audit Office, Sydney,
13 May, 1870.

C. ROLLESTON.
JAMES THOMSON.
W. H. MACKENZIE, JUN.

MINUTE OF THE COMMISSIONER FOR RAILWAYS, on the Report of the Board appointed to inquire into and examine the system of Accounts and Book-keeping in the Railway Department.

THE Report of the Board was received by me on the 14th May last, and, so soon as the pressing nature of other public business would admit it, received my careful consideration.

Those recommendations of the Board which appeared to me of the greatest importance, and which could be adopted without question as to their desirability, I gave verbal directions to the Accountant to carry out at once; and subsequently, by minutes of the 12th July, I called upon the several heads of the branches, the duties of whose respective offices were affected by the Report, to offer any suggestions and explanations which they might consider it desirable to make in reference to the recommendations and proposals contained therein. The last of these minutes was not returned to me till the 17th September.

It is proper that I should mention here the causes which led to the appointment of the Board, and the object sought to be gained from their inquiry.

Upon the discovery of Eastwood's defalcations in 1867, it was thought expedient to introduce an Accountant from outside the Public Service, with a view of securing a more efficient performance of the duties of the office. Accordingly, Mr. Ashdown was appointed in the place of Mr. Walker, and the system under which the accounts had been previously kept was placed, as was supposed, upon a more secure basis, and under more strict surveillance.

Upon my accession to office, however, I was much surprised to find that there was in reality no effective check upon the Accountant's department, and that there was nothing to preclude the possibility of defalcations similar to those of Eastwood's.

The Traffic Auditor, who was then styled the Audit Clerk, had no recognized position; he was still, as in the time of Eastwood, wholly dependent upon the statements of the Accountant as to the revenue received and banked. I found, further, that it was the practice of the Commissioner to sign the attested statements of revenue receipts for the Auditor General, wholly upon the authority or testimony of the Accountant, without any reference to the Audit Clerk, who was the only officer in a position to know what ought to have been deposited in the Bank as

Railway

Railway Revenue. These statements I refused to sign when called upon to do so, until I had personally examined the books, and compared the figures there with those in the vouchers. Upon the whole system, in accordance with my request, being explained to me, I at once saw that there was no effective check upon the Accountant, who in effect was both Accountant and Cashier, and controlled and directed the Audit Clerk, the Storekeepers, Traffic Managers, the Engineer for Existing Lines—in fact, every officer in the department, except the Engineer-in-Chief.

Mr. Ashdown pointed out to me that it was my duty to make a declaration before a Justice of the Peace as to the correctness of the Monthly Abstracts of Receipts, and produced a minute signed by my predecessor, relieving the Commissioner from all responsibility if the Accountant's initials were on the face of the document. I immediately gave directions to the Audit Clerk, pending a more complete consideration of the necessities of the case, to examine and certify these statements before I was called upon to sign them; and, furthermore, I lost no time in issuing a code of instructions for the guidance of the Audit Clerk in the performance of his duties. See Instructions of 9th December, 1868.

See paper marked A.

It is sufficient here to state that by these he was placed in a proper and recognized position, made responsible directly to the Commissioner, and had the effective check by him of the Railway Traffic Receipts properly provided for.

About this time, also, it appeared to me that the accounts in connection with the Store Branch were in a most unsatisfactory and confused state; the complaints of the Auditor General that he was then two years without any statement of the stock in store (amounting at that time to upwards of £150,000) convinced me of the necessity of having this branch of the department placed under more direct supervision; and on the 9th December, 1868, I instructed the Traffic Auditor to make the necessary arrangements for taking a complete inventory of the stores in stock, holding him thereafter responsible for a correct audit of the books and accounts of the Storekeeper.

The Engineer-in-Chief asserted, so soon as the Accountant's new system became known to him, that the subdivision of the working expenses introduced by Mr. Ashdown was unnecessary and impracticable; and further, that, whether from the manner in which the accounts were kept or from the disinclination of the Accountant to afford him information, he was unable to obtain, notwithstanding numerous applications, a statement of the balances at the credit of the various votes.

It was not till July, 1869, that I became aware that the plan of accounts adopted by Mr. Ashdown in this respect was considered to be unreliable. So soon however as this fact became clear, I brought the matter under the attention of my colleagues, and the appointment of a Board to investigate the system was approved of. This Board consisted of the gentlemen named in the margin. The instrument under which they were to act was dated 6th September, 1869. It is sufficient here to say that this Board did not even attempt to carry out the object of their commission, and that I am to this time unaware of the reason.

Christopher Rolleston, Esq. (Auditor General).
James Thomson, Esq. (Inspector of Public Accounts).
Joseph Carroll, Esq. (Accountant).

In the absence of any proceedings of the Board, and believing from personal investigation that Mr. Ashdown's system of subdividing the working expenses was confusing and unreliable, I issued instructions, on the 5th March last, for the abandonment of these subdivisions, and for the adoption of a more simple system.

The Board in their Report confirm the propriety of this course: they say,—

“The subdivision of the working expenses of the Railway Lines introduced by Mr. Ashdown having been abandoned, the Board need only, in passing, state their opinion that no ingenuity and no amount of labour could have secured accuracy in accounts kept upon this plan, and that they approve of the plan upon which the working expenses are now distributed.”

About a month previous to this time I gave directions for the preparation of amended instructions which, while they were to provide for the effective check already established upon the Traffic Receipts, should also be made to embrace a check upon all miscellaneous sources of revenue, which check up to that time the Traffic Auditor had not the means of accomplishing.

These instructions, after revision and amendment by the Inspector of Public Accounts, were completed in the beginning of March last, printed and issued on the 8th April following; and it will be perceived from the Report that the Board admit that these instructions provide for a complete check upon the whole of the railway revenue, &c.

Copy enclosed.

It was during the preparation of these amended instructions that the defalcations of the Accountant, Mr. Ashdown, were discovered; and it was found that the miscellaneous revenue, to check which was one of the objects of these instructions, was the very fund upon which Ashdown had operated.

The discovery of these defalcations led to the revival of the subject of the appointment of a Board of Investigation; and, on the 31st March, 1870, the gentlemen named in the margin were appointed a Board to examine the system of accounts and book-keeping in the Railway Department.

Christopher Rolleston, Esq. (Auditor General).
James Thomson, Esq. (Inspector of Public Accounts).
W. H. Mackenzie, Esq. (Accountant).

It was considered desirable that the basis of the inquiry should in no way be limited, that full power should be given to the Board, and that every facility which the ready access to the books and documents of the office might give, as also the examination of the officers of the department, should be afforded, with a view of making the inquiry of the Board as complete and exhaustive as possible.

The Board, however, in the opening paragraph of their Report, suggest a doubt as to the complete nature of their investigation; and this fact must be taken into consideration in deciding upon some of their recommendations, which are open to question, and which I believe would not have been made, or would have been made in a modified form, had they given that full and complete attention to the subject which it was in contemplation they should give when they were appointed.

It must also be remembered that the labours of the Board were in a large degree anticipated by the steps that had been taken previous to their appointment, to perfect the system of railway accounts, as evidenced by the instructions to the Traffic Auditor, and by the decision arrived at in March last, as to the manner in which the working expenditure was to be distributed and the earnings apportioned to the different lines.

I will now proceed to discuss the recommendations of the Board.

Account Branch.

With reference to the opinion expressed by the Board that it is very undesirable that the Accountant should be placed in a position where he can set at nought the directions of the Engineer-in-Chief, I have to observe that, while the position of the Accountant should certainly not be antagonistic to that of the Engineer-in-Chief, it is desirable that he should not be directly under the control of that officer; and I cannot agree with the view of the Board that, so long as the office of Commissioner for Railways is in the hands of the Minister the Accountant ought to be made amenable to the Engineer-in-Chief in all such matters as affect his branch of the Service.

There is no doubt that, for the purpose of facilitating the business, and for obtaining information, the Engineer-in-Chief, through his officers, should have direct communication with the Accountant, and this he will have for the future; but as regards the mode of keeping the accounts, I am clearly of opinion that the Accountant should be amenable to, and should receive his instructions from, the Commissioner alone.

See paper marked B.

From the accompanying report which I have received from the Accountant, it will be seen that, as regards the system of accounts, the suggestions of the Board have to a great extent been carried out, and may be stated to be as follows:—

- 1st. Detail in Cash Book and Journal curtailed.
- 2nd. Revenue and Expenditure Cash Book kept by Cashier. This officer, it may be mentioned, was styled Clerk only, and performed the duties of Cashier under Mr. Ashdown, without any responsibility. He was relieved of this anomalous position, and appointed Cashier, on the 6th November, 1869, and gives security for £1,000.
- 3rd. Appropriation Ledger adopted.
- 4th. Statistical Register.

The

The Board recommend that, in lieu of the details entered in the general Ledger, a subsidiary Ledger or Register should be opened for this purpose.

The Accountant, however, recommends very strongly that the entry of details in the general Ledger should not be abandoned; and, for the reasons given by Mr. Hall, I am of opinion, now that an Appropriation Ledger has been adopted from which the balance of votes can be ascertained at a glance, the general Ledger should be continued as heretofore; it will in effect supply the place of the Statistical Register recommended by the Board.

5. Commissioner furnished with monthly reports.

6. Monthly comparison of balances with the Treasury.

There is one matter connected with the railway accounts which I regret to say the Board has left wholly undebated; the importance of the subject is undoubted, and the inconvenience arising from the present practice is very great. I allude to the difficulty experienced in ascertaining, in any reasonable time, the financial transactions of the year, owing to the unadjustment of outstanding accounts, and the consequent impossibility of closing the books. The Accountant has in his report brought this matter specially under attention, and recommends that all accounts which cannot be settled within three months after the close of the year shall be charged to the revenue vote of the year in which the claim is settled. Thus, if a claim incurred in 1870 and chargeable to the working expenses vote of that year cannot be settled, owing to the law's delay, or otherwise, till after 31st March, 1871, it shall form a charge on the working expenses vote of 1871, if settled in that year. The adoption of this principle would enable the books of any year to be closed three months after its termination; and though the item would be charged to the vote of the succeeding year, the entry could be made to show that it was a liability of the preceding one.

This plan is open to the objection that it might lead to abuse; but if its adoption were accompanied with the direction that a list of all items so charged should be laid before Parliament, I think the objection would be fairly met.

The proposal of the Board that the daily receipts should be taken by the Cashier to the Bank, and be counted there by him in the presence of a Bank officer, has not proved to be practicable, as the accompanying correspondence on the subject will show; but the difficulty raised by the Board as to the settlement of conflicting statements (should such arise) between the Station Masters and the Cashier, has been met by instructions given to the assistant to the Cashier to be present when the Cashier opens the bags, and to count the money with him.

See paper marked C.

Station Traffic Accounts.

The Board, it is clear, has misunderstood the practice in force with regard to these accounts; the supposition that after the account is rendered by the Station Master to the railway customer the amount is as a rule paid at the head office is a mistake. The money is paid to the Station Master, in the manner recommended by the Board; and in the one or two exceptional cases where the money, for the convenience of the customer, is received at the head office, the station at which the amount was incurred is at once informed. That such must be the practice is inevitable, otherwise the books of the Station Master could not be adjusted by the Traffic Auditor, which he is bound to do monthly.

Payment of Wages.

It is admitted, as stated by the Board, that the payment of wages twice a month involves a considerable amount of labour; but I am not prepared to say, however troublesome the labour may be, that it is altogether unnecessary. Notice was given to the men that it was proposed to adopt monthly payments, and several petitions were received praying for a reconsideration of the question. Inquiries accordingly were made, and it was found that, as the practice of paying bi-monthly was one of long standing, its abandonment would prove a very great inconvenience and loss to the men. I have therefore decided to withdraw the system of monthly payments which had been partially adopted, and to revert to the practice previously in force.

Stores.

I am not surprised that the examination of the Store Branch failed to afford the Board satisfactory evidence of intelligent and effective administration. I was aware, as before stated, previous to the appointment of the Board, that there was a great want of method and system in that branch; and, by the instructions before referred to, issued to the Traffic Auditor, I endeavoured to introduce a system which, while it would remove many objectionable features connected with the establishment, would also be the means of providing a complete and satisfactory administration of its affairs. These instructions, augmented by the recommendations of the Board, are believed to contain everything that can be required under proper management for conducting the business; and my views as regards the future management of the stores I shall submit to the Cabinet in a separate paper.

I may add that the stock-taking, under my previous instructions, and as recommended by the Board, has been carried out, and the result is now under consideration.

With regard to the practice to which the Board take exception—of paying the minor officers out of the vote for working expenses, without their engagements being shown on the Estimates, I have to observe that this is a practice which has been in force in the Railway Department since its establishment, and extends to many other departments of the Public Service in which minor and temporary officers are engaged.

It is unnecessary for me here to discuss the propriety or otherwise of this practice, as the Auditor General has brought the question under the attention of the Government (see his letter to the Honorable the Colonial Secretary of 6th July, 1870), and has proposed with reference to minor appointments generally, "that all minor officers, although virtually permanent, be transferred to the contingent section of Departmental Estimates, or be shown as a second part of the Salary Estimates, not requiring the direct approval of the Governor and the Executive Council."

Copy enclosed, marked D.

The question is therefore one for the Government to deal with, and is not confined to the Railway Department.

Mode of inviting Tenders for annual Railway supplies.

The Board admit that some improvement has lately been introduced in the classification of the goods required, but they take exception to the principle of fixing the prices upon the classes of articles, and inviting a percentage reduction over the whole.

A revised classification will be made before inviting tenders for the supplies of next year, and the recommendations of the Board will then be acted upon as far as may be considered to be profitable and advantageous.

Traffic Auditor.

The Board speak in highly favourable terms of the efforts of the Traffic Auditor to carry out his duties in an effective manner,—testimony which I am happy to be able cordially to indorse. The Board states that any defect that existed in the system of check which it is the Traffic Auditor's duty to carry out has been remedied by the amended instructions previously given to that officer.

In attention to the recommendation of the Board, a more suitable set of offices has been provided for the Traffic Auditor.

I now have to refer to that portion of the Report of the Board in which it is proposed that the Minister should be relieved of the duties of Commissioner, and that the Engineer-in-Chief should be induced to assume the responsibilities of the office. In the first place I must take exception to the conclusion arrived at by the Board

as to the utter impossibility of the Minister being able, without neglecting the other divisions of his department, to give the necessary attention to the conduct of the business of the Railway Branch. This has not been the case during the time I have held the dual position. No branch of my department has been neglected, and the measures I had adopted (previous to the appointment of the Board, as already pointed out) to correct the irregularities and absence of check which prevailed in the Railway Department under former management, demonstrates, I think, that I have also been able to devote much required attention to that branch of my administration.

The proposal of the Board as it affects the administrative arrangements of the Ministry is one for the consideration of the Government, as a whole; and, for the purpose of enabling the Cabinet to entertain it should they think proper to do so, I have invited the Engineer-in-Chief for Railways to express his views on the subject, and at the same time to state the conditions upon which he would consent to accept the appointment.

Mr. Whitton's reply is enclosed.

I think that I have now gone through all the most important suggestions and recommendations of the Board. I may say that in nearly every case where it has been found practicable to do so, the course which the Board has considered best has been adopted; and in those few instances where it has been considered expedient to deviate from their recommendation, that step has not been taken without serious and anxious consideration.

See paper marked E.

5th November, 1870.

JOHN SUTHERLAND,
Commissioner for Railways.

Department of Public Works,
Railway Branch,
Sydney, 8 April, 1870.

AMENDED INSTRUCTIONS to Traffic Auditor, issued for his guidance, and for the information and guidance of the officers of the branches affected thereby.

JOHN SUTHERLAND,
Commissioner for Railways.

THE Traffic Audit Branch will for the future be a separate and distinct branch of the Railway Department, and the Traffic Auditor will communicate, on all official business connected with the discharge of the several duties entrusted or that may be entrusted to him from time to time, directly with the Commissioner, to whom he will be solely responsible.

2. All books, accounts, tickets, and forms, kept by Station Masters, are placed under the direct supervision of the Traffic Auditor, who will be held responsible for the proper keeping of all such station books and accounts, and for the due preparation of all returns, &c., required for the Audit Office.

3. Station Masters are therefore hereby enjoined to pay the strictest attention to the Traffic Auditor's instructions and suggestions for the more efficient keeping of their books, accounts, and returns. All queries on accounts must be replied to by Station Masters without reserve or evasion, and authorities supplied, whenever required, without demur or delay.

4. The Traffic Audit Office shall be furnished with the following returns, &c., *daily* :—

From every Station Master—

- (1.) A return showing the total amounts of each day's receipts, under the several headings of coaching traffic, and the total amount of money remitted to the Accountant for Railways.
- (2.) A similar return for goods traffic.
- (3.) A "Ticket Collector's Return, &c.," accompanied by each day's collection of passengers' tickets or passes.

From the Accountant for Railways—

- (1.) A statement of all moneys received by him from Station Masters.
- (2.) A statement showing particulars of all moneys received by him from other sources, distinguishing those on account of Revenue from those on account of Loan Services.

From the Bank of New South Wales, statements of the amounts deposited by the Accountant for Railways on account of Revenue and Loan Services to the credit of the Colonial Treasurer.

The Chief Clerk of the Railway Department will also furnish the Traffic Auditor, as circumstances require, with copies of all minutes and authorities of the Commissioner for Railways relative to the sale by auction, or otherwise, of railway materials, stores, &c., together with full particulars of the conditions of all such sales, and also, at the termination of each quarter, with a list of all fines that have been inflicted on officers or servants.

5. At the end of each calendar month, the Traffic Auditor will see that all station books and accounts are closed and balanced, and that abstracts of the month's traffic (under the several divisions of coaching and of goods traffic), *inwards* and *outwards*, are forwarded by the several Station Masters to the Audit Office, together with accounts current for coaching and for goods traffic.

6. The various returns and accounts, &c., before mentioned, must, without delay, be carefully checked, compared, and adjusted in the Traffic Audit Office, after which the Traffic Ledgers and other records of the Audit Office must be written up therefrom.

7. The monthly earnings for traffic will be divided among the several lines of railways, in the Traffic Audit Office; the divisions to be calculated and apportioned according to a mileage rate. The monthly statement of such divisions of earnings to be forwarded to the Accountant for Railways.

8. A general monthly balance statement for the traffic on the whole of the Government Railways, and also for the revenue derived from other sources on account of railways, is to be furnished by the Traffic Auditor to the Commissioner for Railways, as soon after the close of each month as may be possible, accompanied with such remarks as he may think necessary.

9. The Traffic Auditor will be required to certify the monthly attested statement of receipts prepared by the Accountant, for the signature of the Commissioner for Railways and transmission to the Auditor General.

10. The Traffic Auditor must see that all stations are visited either by himself or his officers at least once a month, that the books and accounts of each are duly inspected, and that the balances of cash in hand are examined and compared with such books and accounts at such times.

11. Requisitions for tickets must be forwarded in the first instance to the Traffic Auditor, who will, after comparison with the books of his office, and on being satisfied that such supplies are actually required, transmit the same to the Chief Clerk of the Railway Department, or to such other officer as may be duly charged for the time being with the custody and issue of railway tickets. Immediately after such requisitions have been fulfilled, the Chief Clerk or other proper officer will furnish the Traffic Auditor with a detailed statement of the tickets so furnished.

12. The Traffic Auditor must report at once to the Commissioner all irregularities, whether of remissness, inefficiency, or otherwise, in which the proper collection of and accounting for the revenue may not appear to him to be properly provided for.

Railway Store Accounts.

1. The books and accounts of the Railway Storekeepers are also placed under the supervision of the Traffic Auditor, who will make the necessary arrangements for taking a complete inventory of all goods (not including rolling stock) on hand at the Redfern and Newcastle Stores at the 30th June and 31st December respectively in each year.

2. The Storekeepers at Redfern and Newcastle will furnish to the Traffic Auditor, by the 20th of each month, abstracts of the previous month's imports and colonial purchases, and of all goods otherwise received into store. As early in the months of January, April, July, and October, as practicable, they will also furnish to that officer balance sheets for the previous quarter, showing therein, under the several heads of account in their respective "Stock Ledgers," the value of stores on hand at the beginning of the quarter, the value of goods received into and the value of goods issued out of store during the quarter, and the value of the goods in hand at the end of the quarter. The Traffic Auditor will furnish the Storekeepers with the form of balance sheets to be used in supplying such information.

3. Monthly abstracts of the quantities and values of stores issued for consumption must be furnished by the Storekeepers, on or before the 15th of every month, to the Engineer-in-Chief, the Traffic Manager, and all other officers to whom stores have been supplied. These officers will at once check, or cause to be checked, such monthly abstracts, and, after the same have been duly verified, forward them, before the close of the month, to the Traffic Auditor. On receipt of such statements, the Traffic Auditor will examine the same, and apply such tests to the values of the issues therein shown as will, in his opinion, prevent any misappropriation of stores, and secure the correct keeping of the Store Accounts at Redfern and Newcastle.

4. Monthly abstracts of all imports and payments for colonial purchases debited to the "Store Advance Account" in the books of the head office, will be furnished by the Accountant for Railways to the Traffic Auditor, on or before the 20th of the month following that for which such abstracts are furnished. The Accountant will also furnish with the abstracts for January, April, July, and October, quarterly balance sheets of such "Store Advance Account," which must in every case agree with the books of his office.

5. Heads of Departments requiring stores will, whenever practicable, order one month's supply at a time, so as to reduce the clerical duties of the Storekeepers as much as possible.

6. The abstracts and balance sheets above referred to are to be examined and adjusted in the Railway Audit Office; and a report on the state of the Store Accounts generally must be furnished by the Traffic Auditor to the Commissioner for Railways as soon after the termination of every quarter as practicable.

A.

The Commissioner for Railways to The Officer in charge, Railway Auditing Branch.

68-764.

Department of Public Works,
Railway Branch,
Sydney, 9 December, 1868.

Sir,

With reference to my letter to you of this date (No. 68-762), conveying to you instructions on the subject of the formation of the Traffic Audit Branch, I have now the honor to request that you will, on receipt hereof, make the necessary arrangements for taking a complete inventory of the stores, stock, &c. (not including rolling stock), belonging to the Government, and on hand for the purpose of supply to this department, and that you will be held responsible for auditing the accounts and books of the Storekeeper.

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

68-765.

Railway Department,
Commissioner's Office,
Sydney, 9 December, 1868.

Memo. Instructions—Traffic Audit Branch, Southern, Western, Windsor and Richmond, and Great Northern Railways.

HAVING had under my consideration the mode in which the traffic returns and audit of railway accounts connected therewith has hitherto been carried on, I have come to the decision that it will be the more conducive to the public interest, and place the audit and examination of the traffic returns, &c., on a more satisfactory footing, by the adoption of the following arrangement.

The Traffic Audit Branch will for the future be a separate and distinct branch of this department, communicating on all official business connected with the execution or discharge of the duties entrusted to it directly with the Commissioner, and to whom it will be solely responsible.

The duties of the Audit Branch will consist at present, and until future and more definite instructions are issued, of the following:—

- 1st.—The reception of the daily traffic and other returns from all stations, accompanied by a certified statement from the Accountant of the Railway Department, of all moneys received by him and lodged in the Bank to the credit of the Colonial Treasurer.
- 2nd.—The reception from all stations of the monthly abstracts and accounts of the traffic for examination and adjustment.
- 3rd.—The daily returns from stations, and the regular monthly abstracts and accounts of traffic for examination and adjustment, are immediately thereafter to be forwarded to the Accountant of the department, with a statement showing the division of the earnings on the several lines.
- 4th.—A monthly general summary of the traffic and cash receipts made up at the end of the month, are to be forwarded to the Commissioner as early thereafter as possible.
- 5th.—The officer in charge of the Audit Branch will periodically inspect the books at all stations at least once a month, auditing and comparing the same with the returns sent in.
- 6th.—The certification by the officer in charge of the Audit Branch, of the monthly attested statement required by the Auditor General, as prepared by the Accountant of the department for the Commissioner.
- 7th.—The officer in charge of the Audit Branch will report direct to the Commissioner on all matters connected with his office, and all irregularities of any description, whether of remissness, inefficiency, or otherwise, coming under his notice in the discharge of his duties; and also, in all instances in which the secure collection of the revenue may not appear properly provided for.

JOHN SUTHERLAND,
Commissioner for Railways.

B.

The Accountant for Railways to The Commissioner for Railways.

Railway Department,
Sydney, 13 August, 1870.

Sir,

In compliance with your minute of the 12th ultimo, 70/2514, respecting the Report of the Commission appointed to inquire into the railway accounts, in which you request to be informed as to the steps I propose to adopt in carrying out, or otherwise, the suggestions contained in that document, I do myself the honor to submit the following report.

With your permission I propose to give, in the first place, a brief summary of what appears to me, after carefully reading over the Report in question, the main features in it, and then to take up the various points raised therein, adding thereto a few observations and suggestions which I think pertinent to the subject.

The

The following *resumé* will, I think, embrace the principal subjects of the Report :—

- 1st. The curtailment of detail in the Account Books of this office.
- 2nd. The keeping of Revenue and Expenditure Cash Books by the Cashier.
- 3rd. The keeping of an Appropriation Ledger similar to that kept at Treasury, for the purpose of showing at a glance the balance to the credit of Votes.
- 4th. The keeping of a subsidiary Ledger or Register for showing the details of expenditure.
- 5th. The monthly comparison of our balances with the Treasury.
- 6th. The furnishing to the Commissioner monthly reports on the state of the accounts generally.

For convenience I will take up these points *seriatim*; and I think I shall be able to show that, while in some minor matters alterations and additions may be desirable, yet, on the whole, the suggestions of the Board are just those which the circumstances of the case demand, and which, in accordance with your verbal directions, and in anticipation of your formal approval, I have already to a great extent put into practice. And 1st, as to curtailment of detail in Cash Book and Journal, I agree that, as far as possible, this should be done; in fact, the Book-keeper has already been directed to omit entering the vouchers in detail in the Cash Book, except so far as may be necessary for reference. I shall, perhaps, in the course of my remarks have to recur to this point again. 2nd, the keeping of Revenue and Expenditure Cash Books by the Cashier.

The necessity for this was so apparent that, under the direction of Mr. Thomson, during the few days he was Acting Accountant of the Department, a Cash Book was opened by the Cashier. I have now, however, made some modification in this arrangement, which I think will work well.

For one Cash Book I have substituted two—Revenue and Expenditure—in accordance with the recommendation of the Board. In the Revenue Cash Book are shown the amounts received by the Cashier from the several Station Masters, &c., and the disposal of such receipts. The Expenditure Cash Book shows the amounts received by the Cashier for the payment of salaries, wages, &c., together with their disposal. This book is also so arranged as to show at a glance the vouchers which are at any time outstanding, or, in other words, the vouchers which have not been sent to the Treasury receipted in adjustment of the moneys placed to the credit of the Commissioner in the Bank of New South Wales for the payment of them.

These books are carefully checked by myself, by the aid of the Commissioner's pass-book, the Station Masters' remittance notes, and other documents.

With respect to the revenue proper entered in Cash Book No. 1, the Traffic Auditor has a complete and final check on this; with respect to the expenditure (entered in Cash Book No. 2) the Treasury have a check on it, as they can at any time compare the amount of outstanding vouchers as shown in their books with that shown in ours, and call for the production of the vouchers, or an explanation why they are not forthcoming.

It must not be supposed, however, from this that no Cash Book has been kept in this office previous to the introduction of the above system. A Cash Book has always been kept by the Book-keeper showing the whole cash transactions of the Department both *revenue* and *expenditure*, including vouchers sent to Treasury for payment there. These latter represent by far the largest amount of money paid, the Treasury in this case being as it were our *Bankers*, and the vouchers our cheques; and such a Cash Book I submit must still be kept, it being very necessary that we should have one Cash Book showing the total transactions of the office. From this book the Journal must be compiled, for the purpose of posting into the general Ledger the whole accounts of the department, whether revenue receipts, or expenditure of any kind, arranged for monthly comparison and statistics. The Cashier could not keep such a book, as the duties he has to perform would not permit of his devoting the time which would be required to keep it properly, neither do I think it to be at all necessary for him to keep it, as the money representing the larger portion of the transactions it records does not pass through his hands, and the books he keeps are quite sufficient to facilitate the check upon him.

3rdly. The keeping an Appropriation Ledger.

This I have already opened and kept myself on the model of the Treasury Appropriation Ledgers, as recommended by the Board. The want of such a Ledger has long been felt, so that, as in a Bank Ledger, we might be able to ascertain at once the state of any account, which we cannot so easily do with our general Ledger, as it is only posted monthly. This Appropriation Ledger will of course merely show the expenditure under the votes and appropriations of Parliament; the revenue and miscellaneous accounts still appearing only in the general Ledger.

4thly. The keeping of a subsidiary Ledger or Register, for the purpose of showing the details of expenditure.

The keeping of such detail as is here indicated is an urgent necessity, and to carry this out I propose to adhere still to the general Ledger as we at present keep it. After an experience of over ten years, I can safely say that it has answered admirably all the purposes of a statistical character.

The various subdivisions of accounts have been arranged principally by the Engineer-in-Chief, with a design to afford that information which is absolutely necessary to ensure the profitable working of the lines, and for parliamentary returns; and I do not hesitate to assert—my long experience in the office justifying me, I think, in doing so—that so far from having *too much* detail in our books, whenever we are at fault it is from not having *enough*; and I feel sure that had the gentlemen forming the Board of Inquiry more time at their command to examine into the matter, their opinion on the subject of detail would have undergone considerable modification.

While it is very necessary to keep an Appropriation Ledger showing at any moment the balances on the votes, it is even, if possible, *more necessary* to keep an account showing a *properly classified detail of expenditure*.

The Railways may be considered as a large commercial undertaking, and it is surely as important to show *how* we spend as *what we have* to spend. The new Ledger shows only the latter, while the present Ledger shows both how we spend and what we have to spend, though the balances are not so readily obtained.

The Treasurer may be considered in the light of our Banker, and the Appropriation Ledger will show how we stand with respect to him; and our general Ledger will show, as a company's or merchant's would, that information in detail which is necessary to be known in order to carry on safely any commercial undertaking.

On reference to the Report of the Board, it will be seen that no mention is made of any Ledger which will embrace our *revenue*. This we must have; and our general *Ledger* is so arranged as to show in detail every source of revenue, and is another reason why we should continue it. In fact, our present general Cash Book, Journal, and Ledger, with the modifications suggested by the Board as to some of the detail, are absolutely necessary; without them we should indeed be puzzled to answer the questions which are daily asked of us. I therefore trust that the Commissioner will permit us to continue them, as it is to them to which every question as to the expenditure must ultimately be referred.

5th. Monthly comparison of our balances with the Treasury.

This is most desirable, and I am preparing the Appropriation Ledger so as to accomplish this as soon as possible. The want of this comparison has been the cause of an endless amount of complication and confusion, and I shall gladly, if permitted, carry it out.

6th. Furnishing to the Commissioner monthly reports, &c.

This of course can be done at any time the Commissioner may direct. I may, however, remark that a statement of all the railway receipts from every source, checked by the Traffic Auditor, is submitted monthly to the Commissioner in the attested statement. Reports are also furnished monthly to the Engineer-in-Chief as to the expenditure.

In summing up the whole of my remarks on these heads, it will be seen that I recommend that the whole of the suggestions of the Board be carried out, the only modification being that the general Cash Book, Journal, and Ledger, be kept in lieu of the subsidiary or Statistical Register; and this arrangement will not, I am sure, in the end, increase the work of the office, but rather facilitate it.

In conclusion, I would point out to the Commissioner the great inconvenience which arises from the vouchers chargeable to the *revenue votes* of one year not being paid for until some years after—compensation cases, for example; thus practically keeping the revenue votes open for years, and rendering the return in the Statistical Register—which shows the comparison of earnings with the working expenses and the net revenue from Railways—so far as they are affected thereby, utterly fallacious.

The 17th clause of the Audit Act 33 Vic. No. 18, does not, so far as I can see, provide for this difficulty, because such expenditure would probably come within the term of the exception contained in the latter part of that clause.

Perhaps the Commissioner will pardon me if, with all respect, I suggest that the former part of the clause, so far as annual votes are concerned, be made absolute. Nearly the whole expenditure of any year ought, and doubtless would be, charged to its proper votes by the expiration of the time mentioned in that clause; and any voucher unavoidably rendered after that time might, I think, fairly be made chargeable to the votes for the current year, thus permitting all revenue votes to be absolutely closed three months after the expiration of any year; and in the long-run this would be as fair to one year as another.

I have, &c.,

H. A. HALL,
Accountant for Railways.

C.

The Commissioner for Railways to The Manager of the Bank of New South Wales.

70/1873. 70/527.

Department of Public Works,
Railway Branch,
Sydney, 31 May, 1870.

Sir,

I have the honor to enclose herein an extract from the Report of the Board appointed to investigate the system of Railway Accounts, and to request that you will have the goodness to inform me whether you have any objection to make arrangements for the carrying out of the suggestion of the Board, in regard to the counting, &c., of the traffic receipts.

I have, &c.,

JOHN SUTHERLAND,
Commissioner for Railways.

The Assistant Secretary, Bank of New South Wales, to The Commissioner for Railways.

70/2066.

Bank of New South Wales,
Sydney, 7 June, 1870.

Sir,

I do myself the honor to acknowledge your letter of the 31st ultimo, and to inform you in reply that the suggestion of the Board appointed to investigate the system of Railway Accounts has been submitted to our own Directors, and they have expressed their perfect willingness to aid in carrying it into effect.

One of our officers will accordingly be prepared, at such time as you may think fit to commence the system, to assist in counting the traffic receipts as they come to us from your department.

I have, &c.,

CHAS. M. PALMER,
Assistant Secretary.

Acknowledge receipt, and thank the Directors for their compliance with this arrangement; say that it will come into operation on Monday next, and that the Cashier will place himself in communication with the Secretary of the Bank for this purpose.—J.S., 8/6/70.

Before acting upon above decision, the report of the Accountant upon this question is requested.—B.C., 14/6/70, Ch. A. G.

The object of the Board in recommending this course was doubtless to more effectually secure the checking the daily revenue receipts, by obtaining the services of an independent person, and one totally unconnected with the department as a Bank clerk would be, to count the cash with the Cashier. The Accountant, while fully recognizing the advantages of such a check, still thinks that, in the present case, they would be more than counterbalanced by the inconvenience and great loss of time which would result should the suggestions of the Board in this particular be carried into effect.

In the first place, the Cashier would be absent from the office the whole of every morning; he would thus be prevented from receiving the miscellaneous cash payments which at various times are paid here, and which he alone is empowered to receive; he would also be unable to pay the amounts for unclaimed wages which may be in his possession. It might also occasion delay in paying wages, on account of the Treasury abstracts not being prepared in proper time. His assistant could not be depended upon to perform these duties for him, as, independent of the constant supervision it is desirable the Cashier should have over him, he also would be absent some days in each month paying wages on the lines; the office would therefore be without either the Cashier or his assistant, thereby virtually closing this branch of the Accountant's department for a considerable portion of each day.

The Accountant would further observe, that at the time of the inquiry the Cashier performed his work alone; since then an assistant has been granted to him, who helps to check the money, thus securing the testimony of two witnesses in case of dispute, and removing in all probability one of the grounds which induced the Board to make this proposal.

In the absence of the assistant, another officer might be temporarily detached to secure this check.

I have requested the Cashier to report on this subject, which I append herewith.

The Commissioner.

H. A. HALL, Accountant.
15/6/70.

Having read the Accountant's report, it is unnecessary for me to say anything in reference to the objections raised by him, but would simply draw the attention of the Commissioner to the insecure position in which I should be placed, were the suggestions of the Board carried into effect.

The clerk appointed by the Bank authorities to examine the cash with me most probably would be a stranger, therefore I should have no opportunity of judging of his honesty, and it would not be a very difficult matter for him to abstract some of the money after it had been checked, and before it was finally checked by the Bank Teller; and supposing the clerk was equally responsible with myself, and abstracted (say) £5, I should have to pay £2 10s. while he would gain £2 10s.

The checking of the money at the Bank would not, as supposed, take less time than the present system, but on the contrary more time would be required, as the contents of every bag after being checked by myself would have to be handed over to the clerk for him to check; and after all the bags had been gone through in this manner, the total amount of money would have to be summarized for the Bank Teller, as at present.

The accommodation also provided by the Bank is not sufficiently secure from the intrusion of the public.

The Accountant.

JOHN T. BRYANT, Cashier.
15/6/70.

It would appear from the Report of the Board, that their chief object in recommending this change was to secure reliable testimony in the event of a dispute arising between the Cashier and a Station Master as to the contents of a bag. This testimony is now secured, as the bags are opened by the Cashier in the presence of his assistant.

In view therefore of the great inconvenience that would be caused by the bags being opened and the money counted at the Bank, I approve of the money being counted at this office as at present, the Cashier to be assisted by Mr. Neild, and in Mr. Neild's absence by one of the officers of the Account Branch.

Inform Bank that proposal is abandoned, and thank Directors for their action in the matter.

J.S., 15/6/70.

Secretary to Bank.—22/6/70.

Accountant to note. Cashier to note.—22/6/70, CHAS. A. G.

Noted.—J.W.B., 23/6/70.

Seen.—H.A.H., 23/6/70.

Chief Clerk.—27/6/70.

D.

The Auditor General to The Principal Under Secretary.

Audit Office,
Sydney, 6 July, 1870.

Sir,

As frequent questions arise respecting the sufficiency of the authorities furnished for the appointment or employment of persons in the Public Service, more especially in the case of temporary services, or of services paid for out of votes for contingencies which do not at first sight appear to involve permanent engagements on the staff of a department, and as it often happens that a contingent employment is transferred to a staff appointment, and when not so transferred the services are continued nominally for temporary purposes for some years, it may be, and at a considerable rate of remuneration,—and whereas the authority of the Governor and the Executive Council is sometimes obtained for such temporary appointments, and at other times the authority of a Minister of the Crown is claimed to be sufficient,—as promotions and increases of pay to staff officers are moreover sometimes sanctioned by a Minister alone, and sometimes by the authority of the Governor and Executive Council,—I do myself the honor to make the following recommendations for the consideration of the Government, with the view to establish uniformity of practice in the appointment and promotion of officers in the Public Service, and of facilitating the Audit of Accounts under the Audit Act of 1870:—

1. That the Estimates of Expenditure should show distinctly the permanent staff of each department, excluding minor offices, the appointment to which is vested in Heads of Departments.
2. That all first appointments, without exception, to the permanent staff so shown on the Estimates, be supported by the authority of His Excellency the Governor and the Executive Council.
3. That all promotions and increases of pay within the permanent staff of any department may be allowed on the authority of the Minister under whose control such departments may be placed, on the scale of salary sanctioned by Parliament.
4. That all existing minor officers, although virtually permanent, be transferred to the contingent section of Departmental Estimates, or be shown as a second part of the Salary Estimate, not requiring the direct appointment of the Governor and Executive Council.
5. That the Auditor General be furnished with a schedule of all existing minor offices, the appointment to which has been vested in Heads of Departments, or their officers, or persons under clause 37 of the Constitution Act.
6. That all employment other than that in minor offices, paid for by a regular allowance out of contingencies, on part second of the Salary Estimates, be held sufficiently authorized if authorized by a Minister of the Crown; but such employment and such authority to be held as temporary only, and not to extend beyond the 31st December in any year, unless otherwise expressly directed by the Governor and the Executive Council.

As it is presumed that the Estimates of Expenditure for 1871 will shortly be prepared, I take leave to urge that the above suggestions be taken into the early consideration of the Government, so that, if approved, the form of Estimate in regard to salaries may be adopted thereto.

I have, &c.,
C. ROLLESTON.

E.

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

Sydney, 4 November, 1870.

Report upon proposed amalgamation of duties of Commissioner and Engineer-in-Chief.

I HAVE to acknowledge the receipt of the Commissioner's minute, dated the 1st instant, asking for an expression of my views on the recommendation of the Board recently appointed to inquire into the manner of keeping the Railway Accounts that the duties of the Commissioner for Railways should be undertaken by me in addition to those of Engineer-in-Chief, and inquiring on what conditions I would accept such appointment should the Government determine to carry out the proposal.

The office of Commissioner for Railways is one of great responsibility, anxiety, and labour, and is not a position I have any desire to occupy.

If, however, the Government decide that my services can be useful to the Colony in that capacity, I would accept the office on the following conditions:—

1. That the rates for passengers and goods be increased, and the classification of goods raised.
2. That I have complete control of all subordinates.
3. That a revised Time-table be adopted.
4. That a commission of 1 per cent. be paid to me for undertaking the additional duties, on all net receipts above £100,000 per annum. (The net receipts for 1869 having been £89,000.)
5. That the office of Commissioner be distinct from that of Engineer-in-Chief for Railways, and that I shall be at liberty to resign the Commissionership without interfering with my present office.
6. That an agreement be entered into between myself and the Government that the arrangement proposed shall be in force for a term of five years.

JOHN WHITTON.

MINUTE OF THE COMMISSIONER FOR RAILWAYS with reference to the management of the Railway Store Branch.

In my Minute to the Cabinet on the Report of the Board appointed to inquire into the system of Railway Accounts, I propose to submit in a separate paper my views as to the future management of the Store Branch.

The recent "stock-taking" has proved very conclusively that a most lax and careless system has prevailed in the administration of the business of the store.

The discrepancies between the actual quantities of stock on hand and the quantities which the books of the office call for are very numerous; and although the Storekeeper has been able to account satisfactorily for some of these discrepancies, there are others which he cannot account for, except by the assertion that the goods must have been issued without requisition and without the issues being entered in the books.

There is reason to believe that this is actually the state of the case, and that the deficiencies mean nothing worse than gross carelessness on the part of the Storekeeper. I may mention, in support of this view of the case, that the stock returns showed a deficiency, *inter alia*, of 250 springs, the value of which is £245. It transpired that these springs had been sold to P. N. Russell & Co., for the construction of railway waggons. That firm had not, however, been charged with the cost, no entry in the books of the transaction had been made, and the value of these springs would doubtless have been lost but for the half-yearly stock-taking carried out in accordance with my instructions. This service was the means of bringing the discrepancy to light, and of enabling the Storekeeper to discover the nature of the error which had been made.

In accordance with instructions issued by me in the month of December, 1868, an examination into and comparison with the Accountant's and the Storekeeper's books was made with a view to their adjustment.

It was ascertained and reported by the Traffic Auditor, in September, 1869, that the books of the Railway Accountant were not in correspondence with the value of the goods in stock at the store in Sydney and at Newcastle. In accordance with the Accountant's statement, there should have been goods at Redfern Store to the value of £37,287 12s. 11d., and at Newcastle Store to the value of £19,447 6s. 1d.—in all, £56,734 19s.

The value of the stock actually in hand at Redfern, according to the Storekeeper's books, was £53,250 11s. 11d., being a surplus of £15,962 19s., and at Newcastle £9,046 17s., being a deficiency of £10,400 9s. 1d., leaving on the whole a discrepancy surplus between the Accountant's and Storekeeper's books of £5,562 9s. 11d.

In what way this surplus at the one place and this deficit at the other has come about, no person, it is believed, can with any certitude explain; but it is very probable that the Storekeeper in Sydney has advised the Accountant of the shipment of goods to the north, which however were afterwards not forwarded, or forwarded in smaller quantities.

In the Accountant's books the northern store would be debited with these goods, and the store in Sydney credited with them—hence the discrepancy.

It is, however, proper here to point out that these discrepancies are not the result of errors and omissions in any particular goods nor of any particular time; the growth has been gradual, and the result represents the accumulations of years.

In order that these discrepancies, now duly ascertained, may be adjusted, I have appointed a Board of officers to inquire into and report upon the best means of effecting this object; they have also been instructed to effect an adjustment between the Treasury books and the Railway Accountant's books, which in some respects are at variance, and to recommend for adoption a plan under which their relative balances may be kept in accord.

It is probable that the authority of the Governor and the Executive Council will have to be obtained for writing off the deficiency and providing for the surplus; and when this has been done, and the goods in stock properly valued, fresh balances will be struck, and a correspondence obtained between the Treasury books and the Railway Accountant's books, and the Accountant's books and those of the Storekeeper.

The instructions issued to the Traffic Auditor before referred to have been the means of securing a correspondence between the store books and those of the Accountant since September, 1869, when the discrepancies were ascertained; and these instructions, as afterwards amended (see copy of amended instructions herewith) will, it is considered, be the means of preventing future discrepancies arising, and will, under adequate management, provide for the proper administration of the business of the Store Branch.

The conduct of Mr. Fielding, the Railway Storekeeper, Redfern, has been very reprehensible, and I have grave doubts as to whether it is not my duty to recommend his removal from the Service.

Having regard, however, to the length of time Mr. Fielding has been in the Public Service, and believing also that the unsatisfactory manner in which he has performed the duties entrusted to him has arisen more from want of capacity than want of zeal, although he has been largely deficient in the latter, and has displayed moreover gross carelessness, I am disposed to take the more lenient course of disrating him to the position of a 2nd Class Station Master. His salary as Storekeeper is £300 a year; in the position proposed for him it will be £200 a year with a house, or £50 a year in lieu thereof.

The office of Storekeeper I propose to confer on Mr. William V. Read: from inquiries made I believe he possesses the necessary qualifications for the office.

Mr. Read is now Station Master at Goulburn, with a salary of £250 a year and a house; he has been in the Railway Department since September, 1856, and previously was employed by the Sydney and Goulburn Railway Company.

JOHN SUTHERLAND,
Commissioner for Railways.

Department of Public Works,
Railway Branch,
Sydney, 8 April, 1870.

AMENDED INSTRUCTIONS to Traffic Auditor, issued for his guidance, and for the information and guidance of the officers of the branches affected thereby.

JOHN SUTHERLAND,
Commissioner for Railways.

THE Traffic Audit Branch will for the future be a separate and distinct branch of the Railway Department, and the Traffic Auditor will communicate, on all official business connected with the discharge of the several duties entrusted or that may be entrusted to him from time to time, directly with the Commissioner, to whom he will be solely responsible.

2. All books, accounts, tickets, and forms, kept by Station Masters, are placed under the direct supervision of the Traffic Auditor, who will be held responsible for the proper keeping of all such station books and accounts, and for the due preparation of all returns, &c., required for the Audit Office.

3. Station Masters are therefore hereby enjoined to pay the strictest attention to the Traffic Auditor's instructions and suggestions for the more efficient keeping of their books, accounts, and returns. All queries on accounts must be replied to by Station Masters without reserve or evasion, and authorities supplied whenever required, without demur or delay.

4. The Traffic Audit Office shall be furnished with the following returns, &c., *daily* :—

From every Station Master—

- (1.) A return showing the total amount of each day's receipts, under the several headings of coaching traffic, and the total amount of money remitted to the Accountant for Railways.
- (2.) A similar return for Goods Traffic.
- (3.) A "Ticket Collector's Return, &c.," accompanied by each day's collection of passengers' tickets or passes.

From the Accountant for Railways—

- (1.) A statement of all moneys received by him from Station Masters.
- (2.) A statement showing particulars of all moneys received by him from other sources, distinguishing those on account of Revenue from those on account of Loan Services.

From the Bank of New South Wales, statements of the amounts deposited by the Accountant for Railways, on account of Revenue and Loan Services, to the credit of the Colonial Treasurer.

The Chief Clerk of the Railway Department will also furnish the Traffic Auditor, as circumstances require, with copies of all minutes and authorities of the Commissioner for Railways, relative to the sale by auction, or otherwise, of railway materials, stores, &c., together with full particulars of the conditions of all such sales; and also, at the termination of each quarter, with a list of all fines that have been inflicted on officers or servants.

5. At the end of each calendar month, the Traffic Auditor will see that all station books and accounts are closed and balanced, and that abstracts of the month's traffic (under the several divisions of coaching and of goods traffic), *inwards* and *outwards*, are forwarded by the several Station Masters to the Audit Office, together with accounts current for coaching and for goods traffic.

6. The various returns and accounts, &c., before mentioned, must, without delay, be carefully checked, compared, and adjusted in the Traffic Audit Office, after which the Traffic Ledgers and other records of the Audit Office must be written up therefrom.

7. The monthly earnings for traffic will be divided among the several lines of Railways, in the Traffic Audit Office; the divisions to be calculated and apportioned according to a mileage rate. The monthly statement of such divisions of earnings to be forwarded to the Accountant for Railways.

8. A general monthly balance statement for the traffic on the whole of the Government Railways, and also for the revenue derived from other sources on account of Railways, is to be furnished by the Traffic Auditor to the Commissioner for Railways, as soon after the close of each month as may be possible, accompanied with such remarks as he may think necessary.

9. The Traffic Auditor will be required to certify the monthly attested statement of receipts prepared by the Accountant, for the signature of the Commissioner for Railways and transmission to the Auditor General.

10. The Traffic Auditor must see that all stations are visited either by himself or his officers at least once a month, that the books and accounts of each are duly inspected, and that the balances of cash in hand are examined and compared with such books and accounts at such times.

11. Requisitions for tickets must be forwarded in the first instance to the Traffic Auditor, who will, after comparison with the books of his office, and on being satisfied that such supplies are actually required, transmit the same to the Chief Clerk of the Railway Department, or to such other officer as may be duly charged for the time being with the custody and issue of railway tickets. Immediately after such requisitions have been fulfilled, the Chief Clerk or other proper officer will furnish the Traffic Auditor with a detailed statement of the tickets so furnished.

12. The Traffic Auditor must report at once to the Commissioner all irregularities, whether of remissness, inefficiency, or otherwise, in which the proper collection of and accounting for the revenue may not appear to him to be properly provided for.

Railway Store Accounts.

1. The books and accounts of the Railway Storekeepers are also placed under the supervision of the Traffic Auditor, who will make the necessary arrangements for taking a complete inventory of all goods (not including rolling stock) on hand at the Redfern and Newcastle Stores, at the 30th June and 31st December respectively in each year.

2. The Storekeepers at Redfern and Newcastle will furnish to the Traffic Auditor, by the 20th of each month, abstracts of the previous month's imports and colonial purchases, and of all goods otherwise received into store. As early in the months of January, April, July, and October as practicable, they will also furnish to that officer balance sheets for the previous quarter, showing therein, under the several heads of account in their respective "Stock Ledgers," the value of stores on hand at the beginning of the quarter, the value of goods received into and the value of goods issued out of store during the quarter, and the value of the goods in hand at the end of the quarter. The Traffic Auditor will furnish the Storekeepers with the form of balance sheets to be used in supplying such information.

3. Monthly abstracts of the quantities and values of stores issued for consumption must be furnished by the Storekeepers, on or before the 15th of every month, to the Engineer-in-Chief, the Traffic Manager, and all other officers to whom stores have been supplied. These officers will at once check, or cause to be checked, such monthly abstracts, and, after the same have been duly verified, forward them, before the close of the month, to the Traffic Auditor. On receipt of such statements, the Traffic Auditor will examine the same, and apply such tests to the values of the issues therein shown as will, in his opinion, prevent any misappropriation of stores, and secure the correct keeping of the Store Accounts at Redfern and Newcastle.

4. Monthly abstracts of all imports and payments for colonial purchases debited to the "Store Advance Account," in the books of the head office, will be furnished by the Accountant for Railways to the Traffic Auditor, on or before the 20th of the month following that for which such abstracts are furnished. The Accountant will also furnish, with the abstracts for January, April, July, and October, quarterly balance sheets of such "Store Advance Account," which must in every case agree with the books of his office.

5. Heads of Departments requiring stores will, whenever practicable, order one month's supply at a time, so as to reduce the clerical duties of the Storekeepers as much as possible.

6. The abstracts and balance sheets above referred to are to be examined and adjusted in the Railway Audit Office; and a report on the state of the Store Accounts generally must be furnished by the Traffic Auditor to the Commissioner for Railways, as soon after the termination of every quarter as practicable.

1870-71.

NEW SOUTH WALES.

RAILWAY RECEIPTS.

(EXEMPTION FROM DETAILED AUDIT.)

Presented to Parliament, pursuant to Act 33 Vict. No. 8, sec. 35.

In accordance with the requirement of the 35th clause of the Audit Act of 1870, the Secretary for Public Works hereby reports, for the information of the Legislative Assembly, that His Excellency the Governor, with the advice of the Executive Council, has been pleased to exempt the accounts of receipts of the Railway Department from detailed audit by the Auditor General.

Department of Public Works,
Sydney, 23 May, 1871.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAYS.

(CORRESPONDENCE RESPECTING THE CHIEF ASSISTANT ENGINEER FOR RAILWAYS, &c.)

Ordered by the Legislative Assembly to be Printed, 15 November, 1870.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated the 4th October, 1870,—

“ That there be laid upon the Table of this House,—

“ (1.) Copies of all Letters, Memoranda, and Reports forwarded to the
“ Engineer-in-Chief for Railways, by the Chief Assistant Engineer for
“ Railways, upon the defective and inferior quality of the Rails laid down
“ on the Permanent Way of the Great Southern and Western Railway.

“ (2.) Copies of all Letters, Reports, and Minutes, connected with the
“ appointment of the Chief Assistant Engineer for Railways to the charge
“ of the Permanent Way and Works of the Great Southern and Western
“ Railways; together with Copies of all Letters, Reports, and Minutes, in
“ reference to that officer's removal from such charge.

“ (3.) Copies of all subsequent Correspondence which may have passed
“ between the Minister for Works and any Officer or Officers of the Govern-
“ ment, in reference to the employment of the Chief Assistant Engineer
“ in the Public Service, since he was relieved from attending to the duties
“ connected with the Permanent Way and Works.

“ (4.) Copies of all Letters, Reports, and Minutes, connected with the
“ appointment of Mr. Wakeford to perform the duties from which the
“ Chief Assistant Engineer for Railways has been relieved.”

(*Mr. Byrnes.*)

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RAILWAYS.

No. 1.

EXTRACT from Mr. Mason's Report to Engineer-in-Chief on condition of permanent way and works,
dated 3 September, 1869.

* * * * *

From Penrith to Mount Victoria the permanent way is in first-class order; the rails in the eight and ten chain curves are wearing very rapidly, several rails having already been "turned," the metal apparently being of very ordinary quality. I am of opinion that the use of steel rails would be more economical where the gradients are steep and the curves of small radii, and would recommend that when they require renewing that it be done with steel rails.

The other portion of the report, having no reference to the quality of rails, has been omitted.

No. 2.

W. MASON, Esq., to THE ENGINEER-IN-CHIEF.

69/1567. 69/34.

Department of Public Works,
Railway Branch, Engineer's Office,
Sydney, 7 October, 1869.

MINUTE-PAPER.—Defective permanent-way rails.

IN accordance with your request, I have obtained and forward herewith a list of the brands, as far as they are legible, of the rails on the Western and Southern Lines, which I reported to you were defective and of very inferior metal.

I also enclose a tabulated statement of the number of rails which have been turned.

WILLM. MASON.

See Memo., 69/558.—W.H.Q., 4/11/69.

[Enclosure.]

DEFECTIVE RAILS.

Extensions.	Length of time opened for traffic.		Total number of defective rails.	Number of rails turned.	Length of Line.	
	years	months			miles	chains
Campbelltown to Menangle	7	0	27	4	6	50
Menangle to Picton	6	3	61	5	12	28
Picton to Mittagong	2	7	103	10	23	75
Mittagong to Sutton Forest.....	1	10	37	7	37	39
Sutton Forest to Marulan	1	2				
Marulan to Goulburn	0	4	258	4	19	73
Totals.....			486	30	100	25
Penrith to Weatherboard.....	2	3	The total number of defective rails has not been ascertained.	220	27	70
Weatherboard to Mount Victoria	1	5		24	14	70
Totals.....				244	42	69

No. 1.

THE ENGINEER-IN-CHIEF TO THE COMMISSIONER FOR RAILWAYS.

70/2312. 70/132.

Department of Public Works,
Railway Branch, Engineer's Office,
Sydney, 14 April, 1870.

SIR,

I wish to draw your particular attention to a letter written by Mr. Mason, with reference to my evidence given before the Select Committee on Railway Extension, and read by Mr. Macleay last evening in the Legislative Assembly.

The following is a portion of my evidence referred to:—

"1092. Witness continued:—The evidence which has been given as to bad rails can only have reference to the rails laid between Marulan and Goulburn, for I consider the whole of the other rails are of very fair quality. I don't think that better rails could be used than those between Liverpool and Parramatta, and the rails all the way up to Picton are a very fair sample indeed. There is no doubt that in a long line you must have some rails defective; but there was certainly a greater proportion defective between Marulan and Goulburn than on any other portion of the line. Immediately I heard of it, I had a return made, and reported to the Commissioner, with a view to prevent any more rails being sent out by the parties who had supplied the rails referred to. It seems to me perfectly clear that if we have competition, and always accept the lowest tender, we must get an inferior article.

"1093. *Commander Onslow.*] Do you think that monopoly would be better than competition? I think that it would be better to pay a few pounds a ton more for rails of a really good description than to have an inferior article at a lower price.

"1094. *Mr. Hoskins.*] Mr. Mason has given in evidence that the rails sent out are positively bad? Mr. Mason can have no knowledge of the rails, excepting from the wear of a few between Marulan and Goulburn.

"1095. He speaks of the rails from Campbelltown? If he does, I can only say that he did not understand the question."

It is quite clear from the preceding that in my reply to question 1094 I was referring to the fact that Mr. Mason knew of no generally *bad* rails excepting between Marulan and Goulburn, and this is made quite plain by question 1095 from Mr. Hoskins.

All that my reply to question 1094 required to make it correct (though it was understood by Mr. Hoskins) was to have had inserted the word "*bad*" (which I believe I used, and this impression is strongly borne out by question 1095) inserted instead of "*the*," so as to have read,—Mr. Mason can have no knowledge of "*bad*" rails, &c.

The whole matter is made abundantly clear by my answer to question 1100, where I give the "defective" (showing signs of wear) rails on the whole of the Southern Line from Campbelltown to Goulburn; and as this information was supplied to me through Mr. Mason and by my orders, he must have known perfectly well to what I referred.

Mr. Thomas in his evidence stated that he had frequently reported on the bad quality of the rails on these lines during the time he had charge, and that some of these reports were in writing.

I firmly believe that Mr. Thomas never did anything of the kind, as no reports from him can be found on such a subject, nor do I think that Mr. Thomas believed the rails to be bad until he was told by Mr. Mason, who had obtained the information for me by my orders, as to the condition generally of the rails on the Southern and Western Railways.

This information, obtained especially for me, was given by Mr. Mason, without my knowledge, to Mr. Thomas,—with what object may easily be imagined.

This no doubt accounts for Mr. Mason's corroboration of Mr. Thomas' evidence.

Mr. Thomas makes no secret of the matter, as he states that his evidence can be corroborated by Mr. Mason. This he would hardly have done unless by pre-arrangement.

The returns of the defective rails were *not* furnished by Mr. Mason, but by the sub-inspectors on the various lengths, which returns are now in the office.

Mr. Mason stated to the Committee that steel-faced rails had been imported several years ago; to which I made no reply; but, in reply to Mr. Thomas' statement that we have steel rails now that cannot be used on the main lines, they are so bad (see question 78), I informed the Committee that no steel rails had been imported, and that consequently Mr. Thomas' information was not correct.

Mr. Mason writes in a very injured tone on this question; but as he owns himself he did know what the rails were, it would have been wiser had he said nothing about them. It matters not to me what they are called "in official or printed documents," nor what Mr. Mason believed them to be. If Mr. Mason or Mr. Thomas had said they were made of *gold* it would not have altered the fact, nor would it have altered the fact that their evidence would have misled the Committee had it remained uncontradicted.

Mr. Mason's moral perceptibilities must be at a very low ebb when he considers the difference between truth and untruth a "mere quibble."

The word "quibble" is no doubt intended to be offensive, but from such a source it is simply impertinent.

Mr. Mason is again incorrect as to the weight of the rails referred to by me. 300 tons of *steeled* rails were ordered, and 300 tons 15 cwt. 0 qrs. 10 lbs. were sent out, viz. :—

							Tons	cwt.	qrs.	lbs.
Indent VII.	12	...	...	...	...	...	151	1	0	26
Do.	17	...	...	...	...	...	149	13	3	12
							300	15	0	10

Mr. Mason's absurdities as to the widths of formation required for different gauges of railway are very amusing.

The

The difference in gauge between 4' 8½" and 3' 6" is 14½"; and if the formation width of the latter be 13', there is no absolute necessity for making the formation width of a 4' 8½" gauge more than 14' 2½". A greater width has been given to the railways in this Colony, to allow for border stones and more perfect drainage, and they are no doubt better for this extra width.

As a matter of fact, there is no necessity for the formation width, either in cuttings or embankments, being greater than just sufficient to allow for the slopes of the ballast beyond the ends of the sleepers, and in cuttings even the width for slopes might be dispensed with.

It does not follow that, because I have adopted 18' for formation width in this Colony for a gauge of 4' 8½", or that 13' having been adopted in Queensland, it is imperatively necessary always to adhere to these widths; on the contrary, if cheaper lines are absolutely necessary, and the question of maintenance set aside, cuttings for the two gauges might be made of the following widths:—

' "	' "
4 8½ gauge, formation width... ..	12 0
3 6 do. do.	10 9½
The widths of formation on embankments might be as under:—	
' "	' "
4 8½ gauge	13 6
3 6 do.	12 3½

It must be quite clear that a certain width only is required outside the rail of either (or any) gauge, sufficient to allow of the engines and other vehicles to pass through the cuttings; and so long as this object is effected, the widening of the cuttings beyond this necessary width is simply a question of maintenance hereafter.

The embankments may also be reduced to the width actually necessary to keep up the slopes of the ballast.

The widths of formation named by Mr. Mason are simply those which have been used, and have nothing to do with the question as to the actual difference of cost between the gauges of 4' 8½" and 3' 6".

The extra width in gauge is quite sufficient to support the extra weight to be carried; and it must be apparent to any one that the weight upon any portion of a railway is conveyed to the formation by the length of sleeper, which in the 4' 8½" gauge is 9 feet; therefore, on embankments all that is required, in addition to this length of 9 feet, is to make the embankment sufficiently wide to support the slopes of the ballast.

Embankments are always formed wider than actually required, to provide for settlement; but when they are properly consolidated, the width I have stated (13' 6") is quite sufficient.

If first cost be all-important, there is no reason why the sleepers for a 4' 8½" gauge should be 9' in length; sleepers 7' long might be used, and the whole formation width made less even than I have named.

Mr. Mason's last paragraph shows that he has got but one idea with reference to the formation width required for different gauges of railway; and even that, unfortunately, is not his own, for he is indebted to his "personal knowledge" of what others have done to enable him to arrive at any conclusion on this subject.

It is hardly necessary for me to assure you that I made no rash statements in my evidence (as stated by Mr. Macleay) "against people in the department"; but very rash statements—to use a mild term—were made by the witness whose recommendations have been adopted by the Committee.

I have, &c.,
JOHN WHITTON.

No. 2.

W. MASON, Esq., to THE ENGINEER-IN-CHIEF.

1386. 21/4/70.

Department of Public Works,
Railway Branch, Engineer's Office,
Sydney, 21 April, 1870.

SIR,

Will you do me the favour to forward the accompanying letter to the Honorable the Minister for Public Works.

I am, &c.,
WILLM. MASON.

MINUTE BY THE ENGINEER-IN-CHIEF.

The document forwarded by Mr. Mason for the Minister being sealed, it might have been forwarded direct by himself. It has however been sent on as requested.—J.W., 21/4/70.

Letter forwarded accordingly.—W.H.Q.

Forwarded for information of Commissioner.—J.W., *pr.* W.H.Q., 21/4/70.

Forward Mr. Mason's letter to Mr. Whitton, for his information and report.—J.S., 25/4/70.

Mr. Whitton's report of 25th April herewith, and letter from Mr. Whitton to the Commissioner, of date 14th April, 1870.—J.R.

MINUTE BY THE SECRETARY FOR PUBLIC WORKS.

After a careful consideration of the whole circumstances, I consider that there was nothing in the evidence of the Engineer-in-Chief for Railways to justify the letter of Mr. Mason to the Chairman of the Committee, written without the knowledge of myself, who was a Member of the Committee, or of Mr. Whitton, his superior officer.

The course pursued by Mr. Mason was contrary to the regulations of the Service, and disrespectful to me as head of the department; and the tone of his letter shows a spirit of insubordination which I regret to notice, as it must lead, unless checked, to disorganization in the department, and be prejudicial to the Public Service.

A

A pressure of other business has somewhat retarded the consideration of this matter; but the papers may now be forwarded to Mr. Mason, for any observations he may wish to make.—J.S., 11/7/70.

Railways.—B.C., 11/7/70., G.H.

In the absence of Mr. Whitton, may be forwarded direct to Mr. Mason.—B.C., 11/7/70, J.R.

Reply to Minister's Minute and Mr. Whitton's letters, dated 14th and 25th April, 1870, herewith.—WILLM. MASON, 20/7/70.

Submitted.—20/7/70, J.R.

No. 3.

W. MASON, Esq., to THE SECRETARY FOR PUBLIC WORKS.

70/2312.

Railway Department,
Sydney, 21 April, 1870.

SIR,

I have the honor to state that, in the beginning of June last Mr. Whitton proposed to me that I should undertake the superintendence of the maintenance of the existing lines of railway, *in addition* to my other duties. To this I demurred; but on his representing to me that you desired this proposal to be carried out, I immediately laid aside all objections, and undertook those extra duties, which I have faithfully performed up to the 14th instant, on which date I received a letter, written by Mr. Whitton's directions, of which the following is a copy:—

Railway Branch,
Sydney, 14 April, 1870.

Sir,

I am directed by the Engineer-in-Chief to inform you, that he has instructed Mr. Lewton to communicate directly with himself, on all matters relating to the maintenance of the existing lines, and that your responsibility with reference to them will cease after this date.

William Mason, Esq.

I am, &c.,
W. H. QUODLING.

To this letter I sent the following reply:—

14 April, 1870.

Sir,

About 9 o'clock this evening a letter was handed to me by Mr. Lewton, who was *especially requested to deliver it to me the same night*.

This letter was written by Mr. Quodling, stating that he had been directed by you to inform me that you had instructed Mr. Lewton to communicate directly with yourself on all matters relating to the maintenance of the existing lines, and that my responsibility with reference to them will cease after this date.

In reply, I beg to say I have communicated this request to Mr. Lewton, and directed him to act in accordance therewith.

You are aware that it was at your particular request I undertook those *extra* duties of the superintendence of the maintenance of the existing lines, and therefore cannot but express great surprise and regret at the extraordinary course you have now taken.

It seems to me the more inexplicable that you should have done so at a moment when you were *confined to the house by illness, and at a time above all others when it required some responsible person to attend to those particular duties*.

I therefore ask—not only as a matter of justice, but as a matter of common courtesy—the reason of this *express* and *extremely indecorous* haste of action.

John Whitton, Esq.,
Engineer-in-Chief for Railways.

I am, &c.,
WILLM. MASON.

To this letter I received no reply; but knowing that Mr. Whitton at the time was confined to the house by illness, I thought it possible that might be the reason of his not replying thereto.

Mr. Whitton came to the office yesterday, and I took the first opportunity to ask from him personally an explanation, and for a reply to my letter.

Mr. Whitton said he had no reply to give, and that he was not compelled to give me any explanation, and that all he intended to do was merely to acknowledge the receipt of my letter.

I therefore made no further reference to that subject, but merely asked for instructions respecting the work to be done in the department. He replied—"I don't know that you will do any more work in the department"; and he positively refused to give me any instructions relating thereto.

Under these circumstances, I have no alternative but to bring the matter under your immediate notice, and to request that you will do me the honor to cause a full inquiry to be made therein, to ascertain the reason of Mr. Whitton's harsh and arbitrary conduct towards me.

I have the honor also to observe that I was engaged by the Home Government, in June, 1856, to come out to this Colony, to assist in laying out and constructing railways, and have held the appointment of Chief Assistant Engineer in this department ever since my arrival here, in January, 1857, and have been engaged in those duties without intermission.

I may also mention that during the absence of the Engineer-in-Chief in England for eight months, I held the position of Acting Engineer-in-Chief for that time, and during the whole of these years there has not been one single word of complaint against me.

I therefore most respectfully submit that Mr. Whitton's conduct in this matter has been most marked and unjustifiable; first, in taking the superintendence of the maintenance of the existing lines out of my charge with such *express haste*, and, as far as I am aware, sir, without your knowledge or consent; and more especially when he knew that the trial surveys and estimates were all completed, and that I was more at liberty to attend to those extra duties; and second, in refusing me any explanation, or giving me any reason whatever for such conduct.

I have, &c.,
WILLM. MASON.

No. 4.

THE ENGINEER-IN-CHIEF TO THE COMMISSIONER FOR RAILWAYS.

70/2372. 70/142.

Department of Public Works,
Railway Branch, Engineer's Office,
Sydney, 25 April, 1870.

MINUTE-PAPER.—Reply to Mr. Mason's letter of 21st April, to Minister for Works.

In the first paragraph of Mr. Mason's letter, dated 21st April, 1870, he states "that, in the beginning of June last, Mr. Whitton proposed to me that I should undertake the superintendence of the maintenance of the existing lines of railway in addition to my other duties. To this I demurred; but on his representing to me that you desired this proposal to be carried out, I immediately laid aside all objections and undertook those extra duties," &c.

These are the facts :—

On my being requested by the Government to undertake the maintenance of the existing lines and locomotive department, in addition to my other duties as Engineer-in-Chief for Railways, I sent for Mr. Mason and asked him to take charge of the maintenance of the permanent way, as at that time there was very little work for him to do in connection with the extensions.

Mr. Mason *did* demur to taking the duties, not in consequence of his time being fully occupied, but simply with reference to the amount to be paid to him for expenses for the time he was employed on the existing lines.

I pointed out to him that, in the event of Parliament not voting any more money for railway extensions he would have nothing to do, and I therefore advised him to take it until such time as his services might be wanted on the further extension of railways. In fact it was an act of kindness on my part, to prevent him being thrown out of employment.

Mr. Mason is not correct in saying that I represented to him that you desired him to take this office, and that his objections were immediately laid aside, for as a matter of fact I had not spoken to you at that time on the subject.

Mr. Mason's sole objection being to take extra duties without extra payment, I arranged with him eventually to undertake the duties on my recommending that £150 a year should be allowed to him for expenses, for the superintendence of the three lines, North, West, and South.

This proposition was not sanctioned by the Government, nor refused. The matter has therefore been in abeyance, and in consequence Mr. Mason has not taken the superintendence of the Northern Line, nor have I asked him to do so.

With reference to Mr. Mason's letter asking for an explanation why he was relieved from his duties connected with the maintenance of the existing lines I have little to say, but I am surprised that he should have considered it necessary to ask such a question.

I did not relieve him from his duties, as has been stated, for giving evidence before the Select Committee on Railway Extension, but for the grossly insubordinate and insolent letter addressed by him to the Chairman of the Committee, without my knowledge, and without having the decency to forward the communication through you as the head of the department.

I have, however, for some time considered Mr. Mason of no use in that office; and on the 11th February last (Mr. Mason's evidence not having been given until the 17th), I addressed a communication to you recommending that Mr. Mason's services should be dispensed with as Engineer in charge of the maintenance of existing lines.

This recommendation not having been acted upon, Mr. Mason's remaining to discharge those duties was simply a departmental arrangement of my own, and it rested entirely with me to relieve him from those duties whenever I thought it desirable to do so.

Mr. Mason states, in his letter addressed to me :—"It seems to me the more inexplicable that you should have done so at a moment when you were confined to the house by illness, and at a time above all others when it required some responsible person to attend to those particular duties."

As Mr. Mason's superintendence was chiefly confined to the office, and the time of the Inspector in a great measure wasted in coming to report to him and ask for instructions, I saw no difficulty in dispensing with the "responsible person," but the reverse; as, by so doing, the Inspector had a better opportunity of discharging his own immediate duties, and could report to me when he considered it desirable to do so.

Mr. Mason's statement as to what took place at his interview with me is not strictly correct, particularly the word "compelled," which it is not likely I should use to him in the sense he uses it; but I did decline to give him any instructions until after his conduct had been brought under your notice.

Mr. Mason states, in page 5 of his letter :—"I have the honor also to observe that I was engaged by the Home Government, in June, 1856, to come out to this Colony to assist in laying out and constructing railways, &c."

Mr. Mason forgets to say that I was engaged by the Home Government to come out for the purpose he states; and his engagement was sanctioned, as one of my assistants, by the Home Government, on my recommendation.

JOHN WHITTON.

No. 5.

REPLY to Mr. Whitton's letter to Commissioner, dated 14 April, 1870.

Extracts from Mr. Whitton's letter.

Mr. Mason's reply.

Page 5. It is quite clear from the preceding [here Mr. Whitton is referring to the answers given in his evidence to questions Nos. 1092, 1093, 1094, and 1095, which he has quoted] that, in my reply to question 1094, I was referring to the fact that Mr.

I regret to observe that Mr. Whitton's explanation of his answer to question 1094 makes the matter no better; for, if I understand his explanation aright, the corrected answer would read thus :—Mr. Mason can have no knowledge of *bad* rails, excepting from the wear of a few between Marulan and Goulburn.

Mason knew of no generally *bad* rails, excepting between Marulan and Goulburn; and this is made quite plain by question 1093, from Mr. Hoskins.

All that my reply to question 1094 required to make it correct (though it was understood by Mr. Hoskins) was to have had inserted the word "bad" (which I believe I used; and this impression is strongly borne out by question 1095) inserted instead of "the," so as to have read,—Mr. Mason can have no knowledge of "*bad*" rails, &c.

The whole matter is made abundantly clear by my answer to question 1100, where I give the "defective" (showing signs of wear) rails on the whole of the Southern Line from Campbelltown to Goulburn; and as this information was supplied to me through Mr. Mason and by my orders, he must have known perfectly well to what I referred.

The fact and impression remain just the same; for it clearly conveys to me the impression—and I cannot see how any one could interpret it otherwise—that I knew nothing about the rails on any other portion of the lines.

Whatever Mr. Whitton *intended* to say I cannot tell; I can only judge of what he has said. There are the words he used, which speak for themselves; and his explanation does not make them mean anything else than what they say, viz., that I knew nothing about any of the rails, either good or bad, excepting a few on the Goulburn Line.

I am puzzled to know how Mr. Whitton had arrived at the conclusion that I should only have a knowledge of those on the Goulburn Line and not on the other portions of the lines, even assuming them to be either good or bad. At the time Mr. Whitton made this statement he was fully aware that I had examined the *whole* of the lines, and reported to him their condition, August 31st, 1869 (six months previous to his making this statement), and that I must therefore necessarily have a knowledge of all the rails on every portion of them.

He also knew that we had had at various times conversations about the quality of the rails on *all* the extensions, having often discussed the subject; and he was also aware I suggested to him the necessity there existed for putting a stop to any more rails being sent out such as those used on the Goulburn Line. I do not see what the last paragraph has to do with the answer to question 1094; for instead of rendering the matter "abundantly clear," it appears to me to confuse it.

Had Mr. Whitton said I was mistaken about the quality of the rails, instead of "I could have no knowledge of them," then I could easily have understood that it was only a matter of opinion between us; but to say that I could have no knowledge of them, just as if I had never seen them, was, I submit, under the circumstances, unjustifiable; for considering our relative positions in the department, it was probable that such an expression would convey to the Committee, unless corrected, the impression that I was making statements about the quality of articles which I had never seen. Such was my impression on reading the evidence, and hence in justice to myself I considered it necessary to correct it.

I can have nothing whatever to do with what Mr. Whitton thinks or "firmly believes" about Mr. Thomas; I have only to deal with facts; and it is a fact that I never gave Mr. Thomas as much as one figure of the information obtained for Mr. Whitton about the rails on the Goulburn Line. It was next to impossible that I could have done so; for when I received the information from the Inspectors, I took it directly to Mr. Whitton, and I have never seen it since.

It would seem very strange that Mr. Thomas, who had had charge of the lines for several years previously, should come to me, who had only had charge of them at that time for about nine months, to obtain information about the quality of the rails!

I append copy of a letter I wrote to Mr. Thomas on the subject, with copy of his reply, which will fully explain the subject.

25 March, 1870.

My dear Sir,

Mr. Whitton accused me this morning of giving information to you, respecting the bad quality of the rails on the Goulburn Line.

Will you do me the favour to say whether such is the fact, and whether I ever gave you information about the rails—either on the Goulburn or any other lines. From your knowledge of the facts, you will be able to say whether there is any foundation for such an accusation.

I am, &c.,

To J. H. Thomas, Esq., C. E.

WILLM. MASON.

Mr. Thomas replied to my letter as follows:—

25 March, 1870.

My dear Sir,

In reply to your letter of this date, I have to state that the only time I can remember the subject of the quality of the rails being mentioned by you was when upon one occasion we were standing together on the platform at the Sydney Station, and you were looking down at the rails, and incidentally made the remark to me that the old "Barlow" metals had worn well. "Yes," I replied, "they have; much better than those on the Goulburn length are likely to wear, for I

believe they are as bad or worse than those on the Mountain Line." You made no remark whatever about the Goulburn length in particular, but merely remarked that you were surprised to find the rails generally wearing so rapidly.

The idea that after my being in charge of the existing lines for some six years that I should not have observed the quality of the rails is in itself absurd, more especially when my attention and that of the public generally had been pointedly called to it by Mr. Dalgleish.

As regards the Goulburn length in particular, I may state that the day after the opening I walked some ten miles along the line, and was picked up by I think a ballast train in charge of Lewton; and I remember telling Mr. Sutherland on my return to Goulburn the state I found the permanent way in.

The reports of the sub-inspectors themselves would have been sufficient to call my attention to the matter.

In conclusion, I may state that upon all matters concerning the branch of the Service you are in, you have invariably exhibited a decided disinclination even to speak regarding them; and I am therefore very sorry you should have been suspected of giving me any information by Mr. Whitton, as there is not the slightest grounds for such a suspicion.

I am, &c.,

J. H. THOMAS.

I cannot conceive what Mr. Whitton means at the conclusion of the last paragraph, by the expression "with what object may easily be imagined."

Page 8. This no doubt accounts for Mr. Mason's corroboration of Mr. Thomas' evidence.

Page 8. Mr. Thomas makes no secret of the matter, as he states that his evidence can be corroborated by Mr. Mason; this he would hardly have done unless by pre-arrangement.

How can this account for my corroboration of Mr. Thomas' evidence, when it is not a fact, but merely an assumption based on suspicion?

I deeply regret to observe that Mr. Whitton should have used such an extremely offensive expression as that contained in his paragraph; to say that I corroborated Mr. Thomas' evidence by *pre-arrangement* is in no way justifiable.

It does not prove, because Mr. Thomas states his evidence can be corroborated by me, that such was done by pre-arrangement.

Was it not possible to suppose that, as Mr. Thomas knew I had charge of the lines, he would naturally conclude, as I had made an inspection of them, that I should observe the general condition of the whole of the works, and amongst others, the wearing qualities of the rails? And from whatever source Mr. Thomas may have drawn his conclusions as to my being able to corroborate his evidence about the rails I cannot tell; but this I do know, that it was decidedly not by any pre-arrangement with me, as I had never exchanged one word with Mr. Thomas, either about the Committee or his evidence on that subject, previously to his giving evidence, and I was not even aware that he was going to give evidence until I was told by another person that he had been summoned by the Committee to do so. And the only remark that Mr. Thomas ever made to me about what he had said in his evidence was this,—“I have recommended cheap railways to the Committee.” I replied—“Have you?” This was all the conversation I ever had with Mr. Thomas (if such an incidental remark may be termed a conversation) on the subject of his evidence before the Committee; and I was not even aware that the subject of the rails had been named by any one until told of it by Mr. Whitton.

I therefore give the assertion that I corroborated Mr. Thomas' evidence by pre-arrangement the most pointed and decided denial; and I most emphatically protest against such an expression, as being in no way justifiable, but founded on a mere suspicion, because, and for the reason, as Mr. Whitton himself told me, I had been seen in conversation with Mr. Thomas, and which he remarked under the circumstances (he and Mr. Thomas having quarrelled) was, at the least, “highly indecent”!

Mr. Whitton cannot say that I have ever been guilty of committing one act of indiscretion in making public what could properly be termed the secrets of the department; and surely I might be trusted to converse with another officer of the department, notwithstanding Mr. Whitton having quarrelled with him.

I have neither sought Mr. Thomas' company nor avoided it. I have known him for several years, and have always received from him the greatest courtesy, and I know of no reason why I should treat him with discourtesy; and it cannot be surprising to any one that I should have done that which any other gentleman, under the circumstances, would have done—resent the indignity of having a restraint put upon me, as to with whom I should converse, or on what subject.

Page 8. The returns of the defective rails were *not* furnished by Mr. Mason, but by the sub-inspectors on the various lengths, which returns are now in the office.

Page 9. Mr. Mason stated to the Committee that steel-faced rails had been imported several years ago; to which I made no reply; but, in reply to Mr. Thomas' statement that "we have steel rails now that cannot be used on the main lines, they are so bad" (see question 78), I informed the Committee that no steel rails had been imported, and that consequently Mr. Thomas' information was not correct.

Mr. Mason writes in a very injured tone on this question; but as he owns himself he did not know what the rails were, it would have been wiser had he said nothing about them. It matters not to me what they are called in official or printed documents, nor what Mr. Mason believed them to be. If Mr. Mason or Mr. Thomas had said they were made of *gold*, it would not have altered the fact, nor would it have altered the fact that their evidence would have misled the Committee had it remained uncontradicted.

Mr. Whitton says, at page 7, that I obtained the information for him; and, in this paragraph, says the returns were not furnished by me.

With reference to the steel rails, Mr. Whitton says it would have been wiser if I had said nothing about them. To have acted on such advice as this would have involved the necessity of my refusing to answer the questions on the subject put to me by the Committee, which, with all respect and deference to Mr. Whitton's opinion, I think would have been very unwise; besides, I have said nothing about them but what the following facts will fully justify.

In answer to question 725, whether there were not some steel rails imported lately, I reply—"Not recently; some 'steel-faced' rails were imported some considerable time ago—several years ago." And under question 727 I state "they are not suitable for the main line; they were, I understand, obtained only for sidings." And under question 762, I state the "steel-faced" rails appear to me not to be of "first-class material"; and under question 78, Mr. Thomas says "we have steel rails now that cannot be used on the main line, they are so bad."

Mr. Whitton says in reply, under question 1055—"There has never been a steel rail imported into the Colony. There are some rails made of common Welsh iron, and hardened on the surface by Dodds' process, but we have no steel rails." And under question 1056, he says, with reference to these rails—"About eight years ago some of them were laid down in sidings in the station-yard at Sydney. They are in the yard, where some of the heaviest traffic passes over them; they are there yet, and there is not the slightest appearance of wear upon them; none of them have been taken up or changed in any shape, and there is no fracture of the iron." And under question 1059 he continues—"I repeat, they are the best wearing rails we have ever had."

Such an explanation of the subject as this, would clearly tend to lead the Committee to suppose that my assertions and Mr. Thomas' also, with reference to these rails, were entirely incorrect—that it was all a mistake, and that no such rails as those referred to had ever been imported; for Mr. Whitton confuses the facts with the simple technical difference between "steel" and "steel-faced" rails. Now whether these rails were "steel" or "steel-faced" is irrelevant to the question, for the question is this: did Mr. Whitton, Mr. Thomas, and myself, all refer to the *same* rails? That we did do so is, I think, indisputable; and were they so bad they could not be used on the main line? These are the points for consideration.

The Committee, on hearing Mr. Whitton's description of the incomparable wearing quality of these rails, naturally ask the pertinent question—"Would you recommend that more of them should be imported?" To which Mr. Whitton replies *no*, I would recommend steel rails.

Now this *no* of Mr. Whitton's must have, I imagine, considerably puzzled and astonished the Committee; for after having first told them that these rails were made of *common Welsh iron*, he then proceeds to describe their good wearing quality, and says—"I repeat, they are the *best wearing rails we have ever had*"; and yet, after this laudatory description of their incomparable wearing qualities, actually recommends that no more of them should be imported. Had Mr. Whitton given an exhaustive description, and told the Committee *all* that he knew about their quality, viz., that some of them were put upon the Menangle Line and they *all broke*, and in consequence of this he ordered them not to be used on the main line,—then the Committee might have understood the reason of his "*no*," in reply to the question whether he would recommend any more of them to be imported. If these rails were of the excellent wearing quality as described by Mr. Whitton, why have they been allowed to lie rusting in stock for so many years, when he knew that the rails were so urgently required, and so much difficulty experienced in obtaining rails with which to relay the Sydney and Parramatta Line? The Inspector reported to me that one of these rails broke and that others cracked by merely loading and unloading from the trucks; and I went specially to inspect those cracked rails, as can readily be verified by the Inspector.

Page 11. Mr. Mason's moral perceptibilities must be at a very low ebb, when he considers the difference between truth and untruth a "mere quibble."

Page 11. The word "quibble" is no doubt intended to be offensive, but from such a source it is simply impertinent.

Page 11. Mr. Mason is again incorrect as to the weight of the rails referred to by me.

300 tons of steeled rails were ordered, and 300 tons 15 cwt. were sent out, viz. :—

			Tons cwt. qrs. lbs.		
Indent VII.	12	...	151	1	0 26
Do.	17	...	149	13	3 12
			300 15 0 0		

This is my reason for saying in my evidence that "they appeared to me not to be of first-class material"; and this is my reply to Mr. Whitton's statement that "he owns himself he did not know what the rails were."

This paragraph is unworthy of notice.

I can assure Mr. Whitton that I never intended the word "quibble" to be offensive to him, and would readily withdraw it if another word could be substituted which he might not consider offensive, and which equally expressed my meaning.

The latter part of the paragraph is unworthy of notice.

I have only stated the weight of the rails *once*, therefore cannot be *again* incorrect as to their weight.

Mr. Whitton says in his evidence, in reply to question 1056, that 150 tons were ordered, but believes 300 tons were sent out; he now states 300 tons were ordered, therefore either one or the other of his statements must be incorrect.

According to the printed document referred to, it is at variance with both his statements.

The following is the weight according to that document:—

Quantity.	Date of Receipt.	Date of Invoice.
Tons cwt. qrs. lbs.		
74 19 0 5	20 May, 1860	9 December, 1859.
149 13 3 12	19 August, 1860	20 April, 1860.
102 3 1 0	28 December, 1862	18 August, 1862.
125 3 3 0	28 January, 1863.....	15 October, 1862.
45 3 0 0	18 January, 1863.....	15 October, 1862.
141 4 0 0	No date.....	18 November, 1862.
638 6 3 17	Total steel rails.	

Such a document as the one referred to I should consider is perfectly reliable. I cannot conceive it possible that such a return prepared expressly for Parliament should be so incorrect as Mr. Whitton's account of the rails appears to make it.

Perhaps Mr. Whitton can explain the matter.

I am glad Mr. Whitton has found what he terms my "absurdities as to width of formations for different gauges, amusing"; and it would appear from the remarks he has here made respecting them, that he has also found them instructive, for in the very first paragraph he disproves his own assertion.

Page 12. Mr. Mason's absurdities as to the widths of formation required for different gauges of railways are very amusing.

The difference in gauge between 4' 8 $\frac{1}{2}$ " and 3' 6" is 14 $\frac{1}{2}$ "; and if the formation width of the latter be 13', there is no absolute necessity for making the formation width of a 4' 8 $\frac{1}{2}$ " gauge more than 14' 2 $\frac{1}{2}$ ".

A greater width has been given to the railways in this Colony, to allow for border stones and more perfect drainage, and they are no doubt better for this extra width.

Page 13. As a matter of fact, there is no necessity for the formation width, either in cuttings or embankments, being greater than just sufficient to allow for the slopes of the ballast beyond the ends of the sleepers, and in cuttings even the width for slopes might be dispensed with.

It does not follow that, because I have adopted 18' for formation width in this Colony, for a gauge of 4' 8 $\frac{1}{2}$ ", or that 13' having been adopted in Queensland, it is imperatively necessary always to adhere to these widths; on the contrary, if cheaper lines are absolutely necessary, and the question of maintenance set aside, cuttings for the two gauges might be made of the following widths:—

4' 8" gauge, formation width 12' 0"

3' 6" " " " 10' 9 $\frac{1}{2}$ "

The widths of formation on embankments might be as under:—

4' 8 $\frac{1}{2}$ " gauge 13' 6"

3' 6" " " " 12' 3 $\frac{1}{2}$ "

At page 42, where Mr. Whitton replies to Mr. Thomas' evidence on the subject, he says—"At question 110, Mr. Thomas is asked whether narrowing the width of the existing formation would not relatively very much reduce the cost of formation. And to that he (Mr. Thomas) replies—"If you make a sketch of an embankment for the two different systems, it will be readily seen that there is a very great difference."

Mr. Whitton, in reply to this, says—"The only difference that there can possibly be must be the difference in the gauges, and that can only apply to the width of the centre. The two slopes are precisely the same; the difference between the gauges (3' 6" and 4' 8 $\frac{1}{2}$ ") is simply 14 $\frac{1}{2}$ "."

Had Mr. Whitton made a sketch, as suggested by Mr. Thomas, he would have seen the truth of Mr. Thomas' statement, "that there is a very great difference."

Mr. Whitton in his remarks appears to have left the question and gone into generalities about formations. The question is this,—Would not the cost of earthworks be considerably reduced in relatively altering the width of the existing formation by narrowing the gauge?

Mr. Whitton says the only possible difference there can be is the difference between the gauges. This is the point in which I respectfully submit Mr. Whitton is in error. He makes the formation width dependent upon the actual *difference* between the dimensions of the gauges, instead of in *proportion* to the gauges.

He says, in the first paragraph, if the formation width of a 3' 6" gauge be 13', there is no absolute necessity for making the formation width of a 4' 8½" gauge more than 14' 2½".

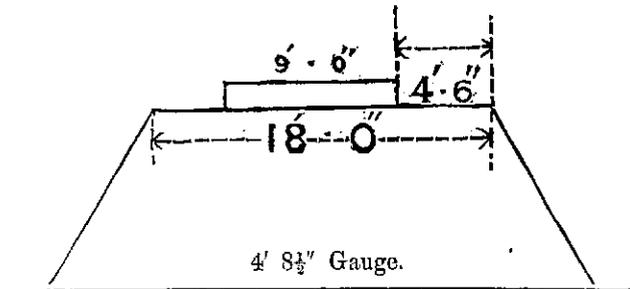
Here he admits at once that a saving may be made in the width of the formation of 3' 9½" *without even altering the gauges.*

If he can manage to do this, and save 3' 9½" in the width of the earthwork *without altering the gauges*, surely he can save more than 14½" by *altering the gauges* from 4' 8" to 3' 6". And in another paragraph he says, the formation width for a 4' 8½" gauge might be reduced even to 12' in cuttings, and 13' 6" in embankments.

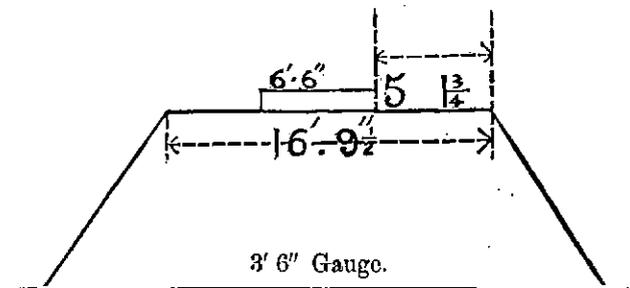
Here again he has made matters worse, for then there would be a difference of 6' in the width of the cuttings without altering the gauges. He says (page 14 of his letter) that the formation width of a 3' 6" gauge might be in the cuttings 10' 9½", and 12' 3½" in the embankments. Thus we have $18 - 10' 9\frac{1}{2}'' = 7' 2\frac{1}{2}''$ the difference in width in the cuttings, according to Mr. Whitton's own showing, instead of 14½". He has here shown by his own figures, that a saving could be made in the width of the cuttings of 6 feet *more* than that which he states in his evidence, or a total saving of 7' 2½" instead of 14½"! I can easily show that, by Mr. Whitton's theory, the bearing width of the embankments would be *increased* instead of *decreased* as you narrowed the gauge. You would have proportionately the widest and strongest embankment to carry the lesser weight, and the narrowest and weakest to carry the greater weight.

The sketches of embankments here given, and formed according to Mr. Whitton's theory, will explain the subject at a glance.

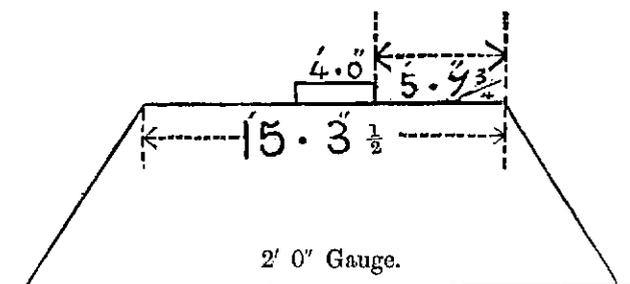
18' 0" formation width for 4' 8½" gauge on existing lines.



18' 0" — 1' 2½" = 16' 9½" formation width for 3' 6" gauge.



18' 0" — 2' 8½" = 15' 3½" formation width for 2' 0" gauge.



Thus showing that in a 2' gauge, where the weight to be carried is only about one-half that on a 4' 8½" gauge, we have a bearing width beyond the end of the sleeper of 5' 7¾"; and on a 4' 8½" gauge, where the weight to be carried is double that on a 2' gauge, we have only a bearing surface beyond the end of the sleeper of 4' 6". The same would also apply to the cuttings.

Mr. Whitton says, at page 13 of his letter (see page 16 on these remarks), that "a greater width has been given to the railways in this Colony, to allow for border stones and more perfect drainage, and they are no doubt better for this extra width."

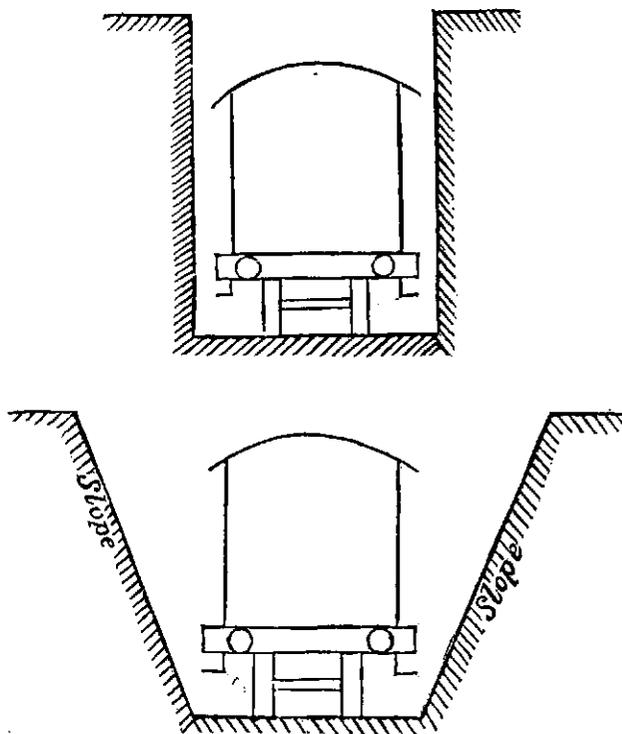
They would possibly be better if made still wider; but that is not the question. The question is this,—Is this extra width necessary, and, if so, why does Mr. Whitton say they can be made less; for if they can be made less, as he states, why have they not been made so, as the same amount of drainage—setting aside the extra width of the formation—would be required in both cases?

It would not be an easy matter to maintain the permanent way on embankments made as here described; and if the width for slopes of the ballast in the cuttings are dispensed with, this would make a still greater saving than what I have stated.

Page 13. As a matter of fact, there is no necessity for the formation width, either in the cuttings or embankments, being greater than just sufficient to allow for the slopes of the ballast beyond the ends of the sleepers; and in cuttings even the width for slopes might be dispensed with.

Page 15. It must be quite clear that a certain width only is required outside the rail of either (or any) gauge, sufficient to allow of the engines and other vehicles to pass through the cuttings; and so long as this object is effected, the widening of the cuttings beyond this necessary width is simply a question of maintenance hereafter. The embankments may also be reduced to the width actually necessary to keep up the slopes of the ballast.

It must be very plain and clear to any one that a certain amount of standing room must be provided on each side for the workman to get out of the way of the trains, and to provide for drainage; and unless sanctuaries were provided in the rock cuttings, which are taken out perpendicular, or nearly so, similar to those in a tunnel, it would be impossible for the men to get out of the way, and consequently dangerous to work the traffic. And again, where the cuttings were taken out to a slope, the men would be compelled to throw themselves down flat on to the slopes, to keep clear of the trains. The following sketches will show my meaning at a glance.



Page 15. The widths of formation named by Mr. Mason are simply those which have been used, and have nothing to do with the question as to the actual difference of cost between the gauges of 4' 8½" and 3' 6".

Page 16. Embankments are always formed wider than actually required, to provide for settlement; but when they are properly consolidated, the width I have named (13' 6") is quite sufficient.

I beg Mr. Whitton's pardon, but they have everything to do with it, as I have already proved, and it is not necessary to repeat it.

It is a well-known fact that embankments are always formed wider, to provide for subsidence.

Page 16. The extra width in gauge is quite sufficient to support the extra weight to be carried; and it must be apparent to any one that the weight upon any portion of a railway is conveyed to the formation by the length of sleeper, which in the 4' 8" gauge is 9 feet; therefore, on embankments all that is required in addition to this length of 9 feet is, to make the embankment sufficiently wide to support the slopes of the ballast.

Page 17. If first cost be all-important, there is no reason why the sleepers for a 4' 8½" gauge should be 9 feet in length; sleepers 7 feet long might be used, and the whole formation width made less than I have named.

Page 17. Mr. Mason's last paragraph shows that he has got but one idea with reference to the formation width required for different gauges of railways, and even that, unfortunately, is not his own, for he is indebted to his "personal knowledge" of what others have done, to enable him to arrive at any conclusion.

Page 18. It is hardly necessary for me to assure you that I made no rash statements in my evidence (as stated by Mr. Macleay) "against people in the department"; but very rash statements—to use a mild term—were made by the witness whose recommendations have been adopted by the Committee.

No one, I should think, ever doubted about the weight being conveyed to the formation by the sleeper. But as you reduce the gauge, you can also reduce the quantity of ballast, consequently you have less ballast to support; but to support this lesser quantity Mr. Whitton, by his theory, makes the embankments proportionately wider—he makes proportionately the widest bank to support the least quantity of ballast, and *vice versa*. (See sketch of embankments, page 12.)

The conclusion of this paragraph is another proof of my statements with reference to the saving in the cuttings.

I think Mr. Whitton might have avoided writing this offensive paragraph: it comes with bad grace from one whom, it is notorious, I have faithfully assisted for the last fourteen years.

I may say, supposing it were true that I had but one idea, I certainly did not obtain it from Mr. Whitton, for I was well acquainted with the subject many years before hearing his name mentioned.

He says I am indebted to my personal knowledge of what others have done. It is a very fortunate thing that I have a personal knowledge of what others have done. I have met with those who have been sadly deficient in that particular.

Mr. Whitton, I trust, will pardon me when I say, perhaps it is possible that he himself may be indebted to what others have done, for I can hardly imagine him to have originated everything he has done himself; indeed there is one little matter in which I remember he was indebted to what others had done, and that was in this very question of formation.

At the commencement of preparing the first contracts of extensions in this Colony, we had a conversation about the width of formation to be adopted. I reminded him that Mr. Fowler had constructed the Chipping Norton Branch Railway (single line) with a 19-foot formation; and Mr. Whitton adopted that width, and executed the extensions to it from Liverpool to Campbelltown and Picton, Parramatta to Penrith, and Maitland to Singleton.

As I have no knowledge of the circumstance, I cannot of course deny this statement of Mr. Whitton's; but I cannot for one moment suppose the Chairman of the Committee would have made it unless founded on fact.

Although some of Mr. Whitton's remarks are exceedingly personal and offensive, and calculated to provoke resentment, I trust that I have not been guilty of using any expression which could in any way, and under the circumstances, reasonably give offence, as such was not my intention. I have only said, in the best possible spirit, and in the best way I could say it, that which I considered was necessary to justify and defend myself.

WILLM. MASON.

12/7/70.

No. 6.

REPLY to Mr. Whitton's letter to Commissioner, dated 25 April, 1870.

Extracts from Mr. Whitton's letter.

Page 1. On my being requested by the Government to undertake the maintenance of the existing lines and locomotive department in addition to my other duties as Engineer-in-Chief for Railways, I sent for Mr. Mason and asked him to take charge of the maintenance of the permanent way, as at that time there was very little work for him to do in connection with the extensions.

Mr. Mason's reply.

There has always been, and always would be abundance of work for me to do in the department as long as ever any of the extensions were being laid out or constructed, provided I were allowed to be employed, as the Chief Assistant Engineer ought to be, in the proper duties appertaining to that office.

Page 2. Mr. Mason *did* demur to taking the duties, not in consequence of his time being fully occupied, but simply with reference to the amount to be paid to him for expenses for the time he was employed on the existing lines.

I regret the necessity there exists for my contradicting any of Mr. Whitton's statements, but the statement that I demurred to taking those duties simply with reference to the amount to be paid to me for expenses is incorrect.

What I said was this,—I asked Mr. Whitton whether I should be allowed anything for expenses, as in case I took charge of these lines I should have a good deal of extra expense, and that it would not be fair to expect me to take extra work and pay my own expenses as well. Mr. Whitton said—"No, it would not; but I will see the Minister about it and see what can be arranged." He subsequently said—"I think you ought to have an allowance of £150, and myself £100 per annum, to cover expenses."

When Mr. Whitton mentioned the subject again, he said—"I have seen the Minister and told him what arrangements I proposed to make, and he is quite agreeable to it; he thinks the amount asked for expenses very reasonable, and thinks the arrangement a good one, and will be glad to have it carried out." So the matter was settled, and I cannot understand how Mr. Whitton could construe *this* into my making the amount to be paid for expenses the chief objection to my taking this duty; and I may here mention that during the whole time I had this extra duty to perform I have hitherto received nothing on account of expenses. I merely mention this to show how perfectly reasonable and prudent it was for me to make the inquiry about my expenses.

Mr. Whitton must surely recollect that my sole objection was to take the serious responsibility it involved without the certainty of the power which would be given to me. I mentioned this, and he replied—"You will have the management of the whole of the lines under me, with full power to act; besides, Mr. Sutherland seems very desirous that this arrangement should be carried out." Under these circumstances I made no further objection, but immediately undertook the duty.

This is quite correct, and I will take the opportunity to thank Mr. Whitton for this "act of kindness" on his part, but I fear I shall be compelled to show that it was not unalloyed with self-consideration.

These are the facts:—When Mr. Whitton found that I objected to take this extra duty, he said what has already been stated by me; and also said that if I did not take it he hardly knew what he should do with it, for he was sure that the Government would not sanction any separate appointment at present.

I replied—"That is quite true; if no further extensions are to be made, there will be nothing probably for any of us to do"; and that I was quite willing to assist him in any way that I possibly could, but at the same time I should like to know exactly in what position I was to be placed and what power I should have to act; when he replied, in the manner I have already stated, viz., that I should have the management of all the lines under him, with full power to act, &c.

The matter stood in abeyance simply for the reason of the press of other and more important business—so I was told whenever I made any inquiry about it; and although the recommendation or proposition was neither sanctioned or refused by the Government, it was sanctioned and had the special approval of the Minister, awaiting only the decision of the Government; and under this sanction and approval I acted upwards of ten months, and until Mr. Whitton undertook the responsibility of relieving me of those duties, in the manner I have already stated in my letter to the Minister, dated 21st April, 1870.

I am not surprised that Mr. Whitton should have "little to say" in reply to my letter; indeed I do not see what he could say, or what excuse he could offer for assuming the power of taking away an appointment that had been specially made by the Minister, and under which I had acted for ten months, without first recommending it in the usual way, in due official form, and obtaining first the sanction of the Minister who made the appointment, and who alone had the power to remove me; and I shall be able clearly to show, in my reply to the second following paragraph, that Mr. Whitton proves by his own statement in that paragraph that he must have known he had not the power to remove me without the sanction of the Minister.

Page 2. I pointed out to him that in the event of Parliament not voting any more money for railway extensions he would have nothing to do, and I therefore advised him to take it until such time as his services might be wanted on the further extensions of railways. In fact it was an act of kindness on my part, to prevent him from being thrown out of employment.

Mr. Mason is not correct in saying that I represented to him that you desired him to take this office and that his objections were immediately laid aside; for, as a matter of fact, I had not spoken to you at that time on the subject. Mr. Mason's sole objection being to take extra duties without extra payment.

Page 3. I arranged with him eventually to undertake the duties, on my recommending that £150 a year should be allowed to him for expenses for the superintendence of the three lines, North, West, and South. This proposition was not sanctioned by the Government, nor refused; the matter has therefore been in abeyance, and in consequence Mr. Mason has not take the superintendence of the Northern Line, nor have I asked him to do so.

Page 4. With reference to Mr. Mason's letter asking for an explanation why he was relieved from his duties connected with the maintenance of the existing lines, I have little to say; but I am surprised that he should have considered it necessary to ask such a question.

Page 4. I did not relieve him from his duties, as has been stated, for giving evidence before the Select Committee on Railway Extension, but for the grossly insubordinate and insolent letter addressed by him to the Chairman of the Committee, without my knowledge, and without having the decency to forward the communication through you as the head of the department.

Page 5. I have however for some time considered Mr. Mason of no use in that office; and on the 11th February last (Mr. Mason's evidence not having been given until the 17th), I addressed a communication to you recommending that Mr. Mason's services should be dispensed with as Engineer in charge of the maintenance of existing lines. This recommendation not having been acted upon, Mr. Mason's remaining to discharge these duties was simply a departmental arrangement of my own, and it rested entirely with me to relieve him from those duties whenever I thought it desirable to do so.

As my reply to the Minister's minute contains a full answer to this paragraph, it is not necessary to further notice it, than merely to observe that Mr. Whitton is hardly entitled to make such a remark about my want of decency in the matter. It is possible I may be wrong in my opinion, but I think, and submit with all respect, that Mr. Whitton was equally to blame in not having the decency to await the decision of the Minister as head of the department, upon his recommendation.

I should have been glad to have heard Mr. Whitton's reason for having for some time considered me of no use in that office. If such were really the case, why did he not mention the matter when he first made the discovery, and remove me *then*, as he states my remaining to discharge those duties was simply a "departmental arrangement" of his own, and it rested entirely with himself to relieve me from those duties whenever he thought it desirable to do so?

Mr. Whitton must bear in mind that, if he considered me of no use in that office, he had, according to his own showing, a very easy remedy.

However, in consequence of this discovery, he says he recommended, on the 11th February last, that my services should be dispensed with as Engineer for Existing Lines, but that his recommendation was not acted upon.

Now, in the first place, Mr. Whitton recommends to the Minister that my services should be dispensed with, and when, after waiting some time for a reply, he finds that the Minister does not act on his recommendation, he undertakes to do it himself without the Minister's authority, and calls it a "departmental arrangement."

Mr. Whitton surely cannot have forgotten that he told me himself he had recommended to the Minister that I should be relieved from that extra duty; and when I spoke to him again on the subject, some time after he had made the recommendation, he told me that he could do *nothing further in the matter until he received the Minister's reply*. And Mr. Whitton must also remember, when he told me about this recommendation, there was not the most remote allusion made to that being the cause which Mr. Whitton has stated; and, much as I regret the necessity there exists to contradict Mr. Whitton, I am compelled, in justice to myself, to say that it was certainly understood between us to be for a very different cause, which is unnecessary here to mention.

It is very clear, if Mr. Whitton had considered it a mere departmental arrangement, he would never have referred the matter to the Minister at all; but the very fact of Mr. Whitton in the first place, officially and in due form, recommending to the Minister that I should be appointed (and on that recommendation I was appointed), and then again recommending that my services should be dispensed with, proves indisputably he was aware he had not the power to remove me without the sanction of the Minister. I repeat, if he considered it rested with himself alone to relieve me from those duties whenever he thought it desirable to do so, why did he make any recommendation at all to the Minister, and *wait* for his sanction from the 11th February to the 14th March?

And I respectfully submit that an appointment once sanctioned by the Minister as head of the department, no one but that Minister has the power or right to annul it; for if such were not the case any one might be removed, without the authority of the Minister, by such "departmental arrangement."

I presume that Mr. Whitton's superintendence would have been chiefly confined to the office under the arrangement he names; for it could not well be otherwise, in undertaking a duty which he acknowledged to me at first he had not time to attend to. However this may be, that which he has stated in this last paragraph clearly implies that my appointment to that duty was unnecessary, and that I neglected the superintendence of the lines, and consequently wasted the time of the Inspector.

Such assertions and insinuations as these are not in the least degree justified by the facts, and I am surprised that Mr. Whitton should have made them, as he is fully aware that I have never on any occasion neglected my duty, neither have I wasted the time of the Inspector or any one else.

Page 6. Mr. Mason states, in his letter addressed to me,—“It seems to me the more inexplicable that you should have done so at a moment when you were confined to the house by illness, and at a time above all others when it required some responsible person to attend to those particular duties.”

As Mr. Mason's superintendence was chiefly confined to the office, and the time of the Inspector in a greater measure wasted in coming to report to him and ask for instructions, I saw no difficulty in dispensing with the "responsible person," but the reverse; as by so doing the Inspector had a better opportunity of discharging his own

immediate duties, and could report to me when he considered it desirable to do so.

It is notorious amongst the Inspectors and other officials on the railway that I have paid the greatest possible attention to the inspection of the works on all occasions; the Chief Inspector has told me repeatedly how pleased he was that I went out so much on the works, and that he had never yet had any one placed over him that had paid such strict attention to the inspection and superintendence as I had done.

Previous to my taking charge of the maintenance of the lines they had been in charge of an engineer, whose sole duty it was to attend to their maintenance, consequently he had a separate office at the Redfern terminus, and was at liberty to devote the whole of his time to that service; whereas with me the case was different, their maintenance was given to me as an *extra* duty to those I had to perform in connection with the trial surveys, &c., &c., and which involved the necessity of my remaining in the same office where I had always been; and Mr. Whitton is aware that this arrangement was made as being the most convenient under the circumstances that could be devised, for he was a party to it himself. The whole arrangement of my taking this *extra* duty was made by Mr. Whitton himself; and if it involved inconveniences, surely I cannot be to blame for that.

If Mr. Whitton thought the time of the Inspector was being wasted by this arrangement, why did he not mention it to me and suggest or order an alteration; but he never once named such a thing, and it does appear to me very strange that he should have allowed it to exist for ten months before saying anything about it.

I say, without fear of contradiction from any one, that I never neglected going on to the works to inspect them whenever it was necessary; and a reference to my diary will show that my superintendence was not chiefly confined to the office, as I find that during the ten months I had charge of the lines I was sixty-eight times on the works.

With reference to the time of the Inspector being wasted, it is simply this—Whether was it better for the Inspector to come to my office without any inconvenience to himself or chance of neglecting his duty, or that I should leave my duties to run after the Inspector?

The Inspector has told me repeatedly that it was no inconvenience to him whatever coming to the office to see me, as it did not in any way interfere with the execution of his duty.

If Mr. Whitton saw no difficulty in dispensing with the "responsible person," but on the contrary could manage the matter himself by the Inspector occasionally reporting to him, why, may I ask, did he not try that plan ten months before? And why, I will also ask, after taking the lines out of my hands, did he recommend, as I have been informed he did do, another "responsible person" to undertake those duties, knowing, as he has already stated, that this was the only way in which I could find employment in the event of Parliament not voting any more money for further extensions? If after being fourteen years in the Service, to recommend that my services should be dispensed with and another person put in my place, if this be the "act of kindness on his part" I confess that I cannot fully appreciate it.

Page 7. Mr. Mason's statement as to what took place at his interview with me is not strictly correct, particularly the word "compelled," which it is not likely I should use to him in the sense he uses it, but I did decline to give him any instructions until after his conduct had been brought under your notice.

Page 8. Mr. Mason states, in page 5 of his letter—"I have the honor also to observe that I was engaged by the Home Government to come out to this Colony to assist in laying out and constructing railways, &c."

I am sorry that I have again to contradict Mr. Whitton, but that which I have stated in my letter to the Minister is strictly correct in every particular.

Mr. Whitton did use the word *compelled*, whether it was likely he should have used it or not.

I cannot see why Mr. Whitton refers to this subject at all. I say that I was engaged by the Home Government to come out to this Colony to *assist* in laying out and constructing railways, and Mr. Whitton says that I forgot to say that *he* was engaged by the Home Government to

Mr. Mason forgets to say that I was engaged by the Home Government to come out for the purpose he states, and his engagement was sanctioned as one of my assistants by the Home Government on my recommendation.

JOHN WHITTON.

come out for the purpose I state. I think Mr. Whitton will see that if I had said what he says I forgot to say, I should have made a mistake, for it would then have represented himself as having come out to assist, &c.

I referred to this matter in my letter to the Minister merely because I thought it expedient to do so, and not with the intention of misrepresenting anything with regard either to Mr. Whitton's appointment or my own. I did not think it necessary for me to mention a matter which is so well known, that Mr. Whitton came out here as Engineer-in-Chief, nor did I intend to deny that I was engaged as one of his assistants on his nomination and recommendation.

WILLM. MASON.

12/7/70.

No. 7.

W. MASON, Esq., to THE SECRETARY FOR PUBLIC WORKS.

Department of Public Works,
Railway Branch, Engineer's Office,
Sydney, 12 July, 1870.

MINUTE-PAPER.—Letter to Chairman of Committee on Railway Extension.

I REGRET to learn from the Minute of the Honorable the Minister for Public Works, dated 11/7/70, that he considers there was nothing in the evidence of the Engineer-in-Chief to justify my letter to the Chairman of the Committee.

The Minister will no doubt remember, when he granted me an interview on this subject, on the 6th ultimo, I then explained to him several circumstances connected with the case which I thought fully justified me in the course I had taken.

Fearing, however, that as those communications were made verbally, some of them might possibly have escaped from the memory of the Minister, or that from my manner of expressing them I might not have made myself understood, I therefore venture to recapitulate the chief facts in the case.

On the 17th of February last I gave evidence before the Select Committee on Railway Extension. On the 2nd of March I saw Mr. Whitton in his office with a printed copy of the evidence before him which had been taken before the Committee. I asked him if my evidence was printed. He said—"Yes." I then asked—"Have you read it?" He replied—"Yes." I said—"Do you see anything objectionable in it?" He said—"No, I don't know that I do."

This conversation took place in the morning, as near as I can remember about 10 or half-past 10 o'clock, and I find on referring to the date on which Mr. Whitton gave his evidence, it was on that same day, and only about half an hour or an hour after I had had this conversation with him.

Now if Mr. Whitton had any fault to find with, or objections to make to my evidence,—if he saw, or thought that I had made any misstatements or represented anything contrary to facts, I submit that he ought there and then to have named it and pointed out anything which he considered was objectionable or in error. Had he done this, and convinced me that I had really made a mistake, or in any way committed an error, or stated anything contrary to facts, I should have immediately, as a matter of duty, corrected it, and consequently prevented any misunderstanding on the subject; but instead of adopting this course, which I respectfully submit was the proper one to have taken, he went direct to the Committee and made some remarks on my evidence which appeared to me to impugn the veracity of some of my statements before that Committee.

Of this fact there can be no doubt, for I was present in the Legislative Assembly and heard the Chairman of the Committee state, in his speech on Railway Extension—and which was reported in the public Press—that "Mr. Whitton made in his evidence some rash charges against people in the department, particularly against Mr. Mason," proving indisputably that I was not mistaken in the opinion I had formed of the import of Mr. Whitton's remarks.

Nothing of moment occurred again in this matter until the morning of the 25th of March, when I saw Mr. Whitton in his office, and he attacked me in a very offensive manner with reference to my evidence given before the Committee corroborating that of Mr. Thomas; and to prevent any misconception of his meaning, I will give the words he used as nearly as I can remember. He said—"The Committee have brought up their Report, and nearly the first paragraph at the top of the page they mention your evidence as corroborating that of Thomas about the bad quality of the rails." I replied that I could not help that; I did not know whose evidence mine corroborated, as I had not read one word of the evidence, neither did I know one word of the evidence that had been given before the Committee either by Mr. Thomas or any one else, as I had no conversation with any one on the subject.

I assured him that I had said nothing but what I was conscientiously in duty bound to say in reply to the questions put to me by the Committee. He then said—"I would not have cared; you could have said what you liked, if you had not given Thomas the information about the bad rails on the Goulburn Line." I replied that I had done nothing of the kind—that I had never given Mr. Thomas as much as one figure of the information about the rails either on the Goulburn or any other line. But as Mr. Whitton refers specially to this subject in his letter to the Commissioner, dated 14th April, 1870, I beg to refer the Minister to my reply to it. Mr. Whitton then said, in a very defiant and offensive manner, that I might do as I liked, and say what I liked, when I liked and where I liked.

After thus being set at defiance for nothing else that I could conceive than that of an unfounded suspicion, and of having done my duty in answering the questions of the Committee conscientiously and truly, to the best of my knowledge and ability, it would have been of little avail to have asked Mr. Whitton for any explanation of his remarks made before the Committee affecting my evidence; and I therefore submit that I had no alternative but to take the course I did, to get the matter corrected; or otherwise remain silent under the stigma of having made statements to the Committee which were entirely unfounded.

I have to express deep regret that the Honorable the Minister for Works should think that I have been disrespectful to him, in addressing my communication direct to the Chairman of the Committee, instead of through himself.

The fact is this:—I considered that, from the circumstance of the nature of the communication I had to make to the Chairman of the Committee being merely to correct any misapprehension with respect to my evidence, it never occurred to me that I was acting contrary to the rules of the Service, or that it was necessary to trouble the Minister by sending such a communication through him or Mr. Whitton; otherwise, had such a thought or doubt occurred to me, I should, as a matter of course, without one moment's hesitation, have taken that course as the safest and the best. But I desire to assure the Honorable the Minister for Works that, in doing so, no disrespect of any form or kind whatever was intended by me, either to himself or Mr. Whitton; and if I have thus inadvertently committed any breach of official etiquette, or unknowingly or unintentionally transgressed the rules of the Service, I beg most respectfully to apologize for it.

I am constrained to remark that, on reading Mr. Whitton's evidence, I was both surprised and pained to find that he should have gone, in the manner he did, before a Select Committee of the Legislative Assembly, and make statements which were calculated to throw discredit upon my evidence, only an hour after telling me that he saw nothing objectionable in that evidence.

After such conduct as this, it cannot be a matter of surprise that I took the only means at my command to defend myself; for it must be borne in mind that I was not the aggressor. I neither criticised Mr. Whitton's evidence nor made an attack upon him, but simply defended myself against his accusations, and this he terms an act of gross insubordination!

It would be a fearful thing indeed if every subordinate officer in the Government Service, when called upon to give evidence before a Select Committee of the Legislative Assembly, were to be subjected to the chances of such treatment from their superior officer, because they might have expressed opinions adverse to his own.

I wish to observe that, in the communication which I addressed to the Chairman of the Committee I made no request to him of any kind whatever respecting it, but left it to his own judgment to deal with as he thought proper; and in making such communication I disavow all intention of any ill feeling towards Mr. Whitton; it was simply written—being the only means I had—to correct any erroneous impression which Mr. Whitton's remarks on my evidence might have made on the Committee.

I have now stated truly and impartially all the principal facts in the case simply as they occurred; and in doing so I have withheld nothing that might militate against myself, nor have I used any expressions which could reasonably give offence, for I wish to observe that from the first I had no other object in view than to defend my character and reputation from the suspicions which I conceived had been cast upon me.

I am fully aware of the absolute necessity there exists for maintaining complete subordination in all departments of the Government Service; and I am also fully aware that to obtain such subordination it is equally necessary that a proper degree of courtesy should be observed by any superior to his subordinate, as well as from the subordinate to the superior; and that the latter, from his position, is not entitled to treat his subordinate in such a manner as to provoke in him a spirit of rebellion and insubordination.

I have occupied a position next to Mr. Whitton in the service of this Government and in this department for about fourteen years; and I think Mr. Whitton will admit that during the whole of that time I have never on any occasion shown him disrespect; and had he treated me on this occasion with the same degree of courtesy which I have invariably observed towards him, this matter could not have occurred.

In conclusion, I may observe I have endeavoured to render the subject as intelligible and plain as I possibly could; and I now leave the matter for the consideration of the Honorable the Minister for Public Works.

To Mr. Whitton's remarks under dates of April 14th and 25th respectively I have made and send herewith a separate reply.

WILLM. MASON. 12/7/70.

No. 8.

70/2609

GOVERNMENT RAILWAYS.—MINUTE-PAPER.

Correspondence, &c., between Mr. Whitton and Mr. Mason.

April 21.—70/1386. Letter from Mr. Mason, forwarding letter to Minister for Public Works.

„ 14.—Mr. Whitton—respecting letter written by Mr. Mason, with reference to evidence given before Select Committee on Railway Extension.

July 12.—Mr. Mason's reply thereto.

April 21.—Mr. Mason to Minister—ceasing to inspect p. way, &c.

„ 25.—Mr. Whitton. Reply thereto.

July 12.—Mr. Mason's reply to Mr. Whitton's letter of 25th April.

„ 12.—Mr. Mason to Minister—respecting letter sent to Chairman of Committee on Railway Extension.

70/773.

I accept Mr. Mason's apology, and his expression of deep regret that he should have done anything that appeared disrespectful to me as head of the department, coupled with his assurance that no disrespect of any form or kind whatever was intended by him either to myself or Mr. Whitton.

I observe that Mr. Mason distinctly disavows all intention of any ill-feeling towards Mr. Whitton, but I regret to find this disavowal accompanied with certain remarks written in a tone and style which are unseemly in a subordinate, to the Chief Officer of the Railway Branch, his immediate superior.

Forward papers to Mr. Whitton, and inform Mr. Mason.

JOHN SUTHERLAND.

Letter to Mr. Mason.—2/8/70.

1/8/70.

Mr. Whitton.—2/8/70.

No. 9.

No. 9.

THE SECRETARY FOR PUBLIC WORKS TO W. MASON, ESQ.

70/2609. 70/767.

Department of Public Works,
Railway Branch,
Sydney, 2 August, 1870.

SIR,

I have the honor to acknowledge the receipt of your reply to my Minute of the 11th ultimo, in which I expressed my opinion of the course pursued by you in reference to the evidence given by the Engineer-in-Chief for Railways, before the Select Committee of the Legislative Assembly on the subject of Railway Extension.

2. In reply, I have to state that I accept your apology, and your expression of deep regret that you should have done anything that appeared disrespectful to me, as head of the department, coupled with your assurance that no disrespect of any form or kind whatever was intended by you, either to myself or Mr. Whitton.

3. I observe that you distinctly disavow all intention of any ill-feeling towards Mr. Whitton; but I regret to find this disavowal accompanied with certain remarks written in a tone and style which are unseemly in a subordinate, to the Chief Officer of the Railway Branch, his immediate superior.

I have, &c.,

JOHN SUTHERLAND.

No. 10.

MR. WHITTON'S MINUTE ON MR. MASON'S REPLIES OF 12 JULY, 1870.

The Honorable the Minister for Public Works having accepted Mr. Mason's apology for a gross act of insubordination, I have only to observe that I have neither time nor inclination to reply to his pamphlet written in his defence.

I have not even read the document, nor do I intend to do so, unless the papers be called for by Parliament.

If this be done, I reserve to myself the right of replying to Mr. Mason's paper; and I shall ask that my reply be laid on the Table of the Assembly with the other papers belonging to this matter.

J.W., 3/8/70.

Commissioner, 3/8/70. Seen.—J.S., 4/8/70.

No. 11.

MINUTE OF THE COMMISSIONER FOR RAILWAYS TO MR. WHITTON.

As this correspondence has now been called for by Parliament, Mr. Mason's communications of 12 July last may be forwarded to Mr. Whitton for reply, as requested by that gentleman in his Minute of 3rd August last.—J.S., 10/10/70.

MR. WHITTON'S REPLY.

I have to acknowledge the courtesy of the Commissioner in forwarding to me, as requested in my Memo., 3/8/70, Mr. Mason's replies to my letters. I have now cursorily glanced over them, but I see nothing in them which would justify the waste of time a reply would necessitate. The facts relating to the matters in dispute are all given in my letters, and I have no desire to revise Mr. Mason's opinions.—J.W., 28/10/70.

Commissioner, 28/10/70.

Seen. Proceed with the copying for Parliament.—J.S., 1/11/70.

No. 12.

THE ENGINEER-IN-CHIEF TO W. MASON, ESQ.

70/320.

Department of Public Works,
Railway Branch, Engineer's Office,
Sydney, 4 August, 1870.

Memorandum to Mr. Mason.

ACTING upon instructions I have received from the Honorable the Minister for Public Works, I have to direct Mr. Mason to make immediate arrangements for leaving Sydney and taking charge of the trial surveys between Wagga Wagga and Albury.

Mr. Mason's first duty will be to explore the country, and determine upon a line to be surveyed and levelled. This must be done before any surveyors are sent into the field; and on Mr. Mason reporting to me that the exploration of this length is completed, I will send up a staff of surveyors to proceed with the work.

Having completed the examination of this portion of the line, Mr. Mason must connect it, at the most convenient point, with the former trial survey which was made from Goulburn to the Murrumbidgee, and also examine the whole of the country through which this survey was made, as far north as Yass, with a view to improving the section. This length will also have to be relevelled after the necessary deviations have been decided upon. The plans to be plotted to a scale of 10 chains to an inch, and the sections to scales of 10 chains to an inch and 100 feet.

The flood-levels to be accurately ascertained, and every inquiry made as to quality of the timber in the neighbourhood, its suitability for railway purposes, and cost. Similar information must be obtained with reference to stone, bricks, and ballast.

Progress reports to be forwarded fortnightly to this office.

JOHN WHITTON.

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No. 13.

W. MASON, Esq., to THE ENGINEER-IN-CHIEF FOR RAILWAYS.

70/5.

Government Railways,
Engineer-in-Chief's Branch,
6 August, 1870.

Memorandum to Engineer-in-Chief.

I HAVE to acknowledge the receipt of memorandum dated 4th instant, directing me to proceed immediately to explore the country between Wagga Wagga and Albury, for the purposes of railway extension.

I wish to remind the Engineer-in-Chief that in July, 1867, I was directed to undertake a similar duty in exploring the country between Goulburn and the Murrumbidgee, and at that time I expressed great doubt as to my physical ability to undertake a duty so severe and laborious; but the work at that time being urgent, and no one else to undertake the duty, I undertook it, at great risk to the injury of my health; and the Engineer-in-Chief will no doubt remember that it nearly proved fatal to me; having been compelled to return home in consequence of severe illness, which was caused by the severe and laborious nature of the duties I had to perform.

At the present time I feel fully conscious of my physical incapacity to perform the laborious duties in connection with the exploration of the country; but notwithstanding this, and being desirous to carry out the wishes of the Honorable the Minister for Public Works and those of the Engineer-in-Chief, I consulted my medical adviser as to the prudence of my attempting to undertake this duty, and he has advised me not to attempt it, as it would be highly injurious to my health. I enclose a certificate to that effect from the medical gentleman referred to.

Under these circumstances, I therefore most respectfully ask that the subject may be reconsidered; and, if I may be allowed to do so, I can point out another way in which my services would be equally available and efficient in carrying out this work, and without the same risk of injury to my health which the present proposal involves.

I am engaged at present collecting and preparing the maps, sections, &c., which might be required for this work.

WILLM. MASON.

[Enclosure.]

THIS is to certify that Mr. Wm. Mason, Chief Assistant Engineer, is under my professional care, and has been so for some months past. He has suffered much from derangement of the digestive organs, and therefore requires to be very particular in the kind of food which he takes.

In my opinion his health would be much injured by a rough out-door life, where of course it would be impossible to pay that attention to his diet which the nature of the case demands.

Hyde Park, Sydney,
August 6th, 1870.P. SYDNEY JONES,
M.D. (London).

As Mr. Mason has forwarded a medical certificate stating that he is physically incapable of discharging his duties in this department, I have no other course left than to advise that his case be laid before the Civil Service Superannuation Commissioners, with a view to his retirement from the Public Service.—J.W., 9/8/70.

Commissioner, 9/8/70.

No. 13A.

W. MASON, Esq., to THE ENGINEER-IN-CHIEF.

70/3036.

Department of Public Works,
Railway Branch, Engineer's Office,
Sydney, 17 August, 1870.

Memorandum to Engineer-in-Chief.

A map of the district from Albury to Wagga Wagga, which was prepared for the purpose of exploring the country for railway extensions, is now ready.

WILLM. MASON.

I have already instructed Mr. Mason to take charge of the trial surveys on the district named above; but as he has forwarded a medical certificate to show that he is physically incapable of undertaking the duties, I can take no further steps in this matter until the Commissioner has decided upon the papers previously submitted to him.—J.W., 19/8/70.

Commissioner, 19/8/70.

No. 14.

THE ENGINEER-IN-CHIEF to THE COMMISSIONER FOR RAILWAYS.

70/394.

Department of Public Works,
Railway Branch, Engineer's Office,
Sydney, 21 September, 1870.

MINUTE-PAPER.—Mr. Mason's case.

As no decision, so far as I know, has yet been arrived at with reference to Mr. Mason's refusal, on the plea of ill health, to take charge of the railway trial surveys, and as he has now no duties to perform in connection with this department, I shall be glad to be informed if I am to certify for the payment of his salary in the usual manner, pending a decision upon my recommendation (of 8th August last) to refer his case for the consideration of the Civil Service Superannuation Commissioners.—J.W.

No. 15.

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No. 15.

MINUTE OF THE ENGINEER-IN-CHIEF ON Mr. Mason's Salary Abstract.

Department of Public Works,
Railway Branch, Engineer's Office,
Sydney, 3 October, 1870.

MINUTE-PAPER.—Salary of Chief Assistant Engineer.

Will the Engineer-in-Chief do me the favour to forward the accompanying letter to the Honorable the Minister for Public Works.

WILLM. MASON.

For the information of the Commissioner, I may state that on the 21st September last I requested from him instructions for the payment of Mr. Mason's salary. Not having received such instructions, on Friday last I certified for the salaries of those officers in my department who had been actually at work. *This morning*, finding that I was still without instructions, I certified a voucher for Mr. Mason's *attendance* at the office, and called the Commissioner's special attention to the altered form of certificate, viz.,—that although Mr. Mason had been in attendance at the office, he had not been actually employed.

Mr. Mason's letter is forwarded as requested. J.W.—3/10/70.
Commissioner, 3/10/70.

S.A.—No. 1.

New South Wales.

Treasury Voucher, No.

ABSTRACT and Acquittance of the Salary and Allowance of William Mason, Chief Assistant Engineer.

Situation.	Name.	Period.			Salary.		Amount.
		From	To	No. of days.	Yearly Rate.	Daily Rate.	
Chief Assistant Engineer.	William Mason	September, 1870.			£		£ s. d.
		1	to	30	700		58 6 8
Less—Deduction for Superannuation...					£		2 6 8
Examined and Registered.					Total ...	£	56 0 0

I certify that the above-named person was actually in attendance, but was not employed in the situation during the period above mentioned.

(Signed) JOHN WHITTON.

I hereby authorize the above amount to be paid on my behalf to*

(Signature)

* Here insert name of party or bank.

I acknowledge to have received, this day of 186 , from the sum of
pounds shillings and pence, in full of my salary and allowance up to the last day of the
period above specified.

(Signature)

Having received no reply to my memo. of the 21st September last, I am again reluctantly compelled to certify for the payment of Mr. Mason's salary.

I however desire to call the Commissioner's attention to the particular form of my certificate.

JOHN WHITTON.

3rd October, 1870.

No. 16.

W. MASON, Esq., to THE SECRETARY FOR PUBLIC WORKS.

Department of Public Works,
Railway Branch, Engineer's Office,
Sydney, 3 October, 1870.

SIR,
I beg to inform you that the payment of my salary for the month of September last has been stopped.

May I request that you will do me the honor to inquire the reason of it.

I have, &c.,

WILLM. MASON.

No. 17.

No. 17.

MINUTE OF THE SECRETARY FOR PUBLIC WORKS.

Mr. Whitton to certify for salary for September. The question is still under consideration of the Cabinet.

Mr. Whitton.
Certified accordingly.—J. W., 5 Sept., 1870.
Commissioner.

J.S., 4/10/70.

No. 18.

MINUTE OF THE SECRETARY FOR PUBLIC WORKS.

As it appears from the report of the Engineer-in-Chief that there are no duties for Mr. Mason to perform other than the trial surveys, and as Mr. Mason has represented that the state of his health will not permit of his undertaking such duties, there appears to be no course open but to make arrangements for Mr. Mason's retirement from the Service.

In the first place, however, inform the Medical Board of the nature of the duties which Mr. Mason has been called upon to perform; and request them to examine him, and to report as to his physical capacity to undertake them.

Request Mr. Mason to submit himself to the examination of the Board.

Letter to Mr. Mason sent in Minute to Mr. Whitton.—8/10/70.
Public Works requested to inform Medical Board.—B.C., 8/10/70.
Drs. Cox and Jones.—8/10/70.

J.S.—7/10/70.

No. 19.

THE UNDER SECRETARY FOR PUBLIC WORKS TO DRs. COX AND JONES.

No. 575.

Department of Public Works,
Sydney, 8 October, 1870.

GENTLEMEN,

I have the honor, by direction of the Honorable the Secretary for Public Works, to request you will have the goodness to examine, and report on the physical ability of Mr. William Mason to undertake the exploration of the country between Wagga Wagga and Albury, for the purpose of railway extensions.

2. Mr. Mason has been instructed to call on you for the above purpose.

I have, &c.,
JOHN RAE.

70/3741.

GOVERNMENT RAILWAYS.—MINUTE-PAPER.

LETTER to Mr. Mason requesting him to wait upon Medical Board, who will examine him and report as to his physical capacity to undertake the duties of exploring the country between Wagga Wagga and Albury, for railway trial surveys.

Mr. Whitton is requested to forward enclosed letter to Mr. Mason.—B.C., 8/10/70.—J.R.
Letter forwarded accordingly, 8/10/70.—J.W.
Commissioner, 10/10/70.

No. 20.

THE UNDER SECRETARY FOR PUBLIC WORKS TO W. MASON, Esq.

70/3491. 70/952.

Department of Public Works,
Railway Branch,
Sydney, 8 October, 1870.

SIR,

Referring to your communication of the 6th August last, to the Engineer-in-Chief, in which you state that you are physically incapacitated from undertaking, in accordance with his directions, the exploration of the country between Wagga Wagga and Albury for the purposes of railway extensions,—I have the honor to inform you that I have requested the gentlemen named in the margin, who form the Medical Board under the Superannuation Act, to personally examine you, and to report as to your physical capacity to undertake the duties you have been called upon to perform.

I have to request that you will take an early opportunity of submitting yourself to the examination of the Board.

I have, &c.,
JOHN RAE.
(For the Commissioner for Railways.)

Dr. Cox and Dr. Jones.

No. 21.

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No. 21.

W. MASON, Esq., to THE COMMISSIONER FOR RAILWAYS.

70/3763.

Department of Public Works,
Railway Branch, Engineer's Office,
Sydney, 10 October, 1870.

Sir,

I have the honor to acknowledge the receipt of your communication of the 8th instant, requesting me to present myself before the Medical Board under the Superannuation Act, for personal examination as to my physical capacity to perform certain duties in connection with the trial surveys.

In accordance with such request, I have to inform you that it has been arranged by the Board to make such examination to-morrow.

I have, &c.,
WILLM. MASON.

No. 22.

DRS. COX AND JONES to THE UNDER SECRETARY FOR PUBLIC WORKS.

70/4106. 70/3673.

20 October, 1870.

Sir,

In compliance with your request of the 8th instant, we have the honor to inform you that we have examined Mr. William Mason, and consider that he is physically capable of undertaking the exploration of the part of the country proposed, at present; but we feel confident, from a knowledge of the way in which he suffers, that the hardships to which he will necessarily be exposed, and the inability to obtain a diet which he finds himself obliged to live on, will prove most detrimental to his health, and we fear may entail serious consequences, and incapacitate him from performing the duties required of him by the Government.

We have, &c.,
JAMES C. COX, M.D.
P. SYDNEY JONES, M.D.

No. 23.

MINUTE OF THE SECRETARY FOR PUBLIC WORKS.

As the Medical Officers certify that Mr. Mason is physically capable of undertaking the exploration proposed, I approve of the recommendation of the Engineer-in-Chief for Railways, that Mr. Mason be instructed to take charge of the trial surveys in the Southern District.—J.S., 3/11/70.

Mr. Whitton to note, and inform Mr. Mason.—B.C., 4/11/70, J.R. J.W., 5/11/70.

Mr. Mason informed.—W.H.Q., 1/11/70.

Returned to Commissioner.—J.W., p. W.H.Q., 7/11/70.

No. 24.

W. MASON, Esq., to THE SECRETARY FOR PUBLIC WORKS.

70/428.

Department of Public Works,
Railway Branch, Engineer's Office,
Sydney, 1 November, 1870.

Sir,

I beg to inform you that the payment of my salary for the month of October last has been stopped.

May I request that you will do me the honor to inquire the reason of it.

I have, &c.,
WILLM. MASON.

Mr. Mason having now been instructed to undertake the exploration, in accordance with the opinion of the Medical Advisers of the Government, his salary may be paid.—J.S., 3/11/70.

Railways to inform.—B.C., 7/11/70, G.H.

Mr. Whitton, B.C. J.W., 10/11/70.

No. 1.

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No. 1.

THE UNDER SECRETARY FOR PUBLIC WORKS TO THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Department of Public Works,
Sydney, 1 June, 1869.

SIR,

I am directed by the Honorable the Secretary for Public Works to inform you that, upon his recommendation, made with a view to a rearrangement of the Existing Lines Branch of the Railway Department, His Excellency the Governor, with the advice of the Executive Council, has approved of Mr. J. H. Thomas being relieved of the duties pertaining to the office of the Engineer for Existing Lines and Locomotive Superintendent, and Mr. Thomas has been apprised that his appointment in that capacity ceases from to-day.

He has been instructed to hand over to you all papers and documents relating to this office.

2. I am further to inform you that His Excellency and the Council have requested you to undertake the duties connected with these branches, in addition to your present duties as Engineer-in-Chief for Railways.

I have, &c.,
JOHN RAE.

No. 2.

THE ENGINEER-IN-CHIEF TO THE UNDER SECRETARY FOR PUBLIC WORKS.

69/2129. 69/215.

Department of Public Works,
Railway Branch, Engineer's Office,
Sydney, 4 June, 1869.

SIR,

I have the honor to acknowledge the receipt of your letter of the 1st instant, informing me that His Excellency the Governor, with the advice of the Executive Council, has requested me to undertake the duties pertaining to the office of Engineer for Existing Lines and Locomotive Superintendent, in addition to my present duties as Engineer-in-Chief for Railways.

In compliance with this request, I have to state that I accept these additional duties; and, with a view to carry out the expressed wishes of the Honorable the Minister for Public Works for retrenchment, it is my intention to discharge them without increasing the present staff of this department.

I propose that Mr. Mason take charge of the maintenance of the permanent way and works on all the lines, North, West, and South. The locomotive departments I will superintend myself.

As the supervision of these departments will involve a large amount of responsibility and extra labour, which are undertaken without any increase in salary, I propose that an allowance of £150 per annum be made to Mr. Mason, and £100 to myself, to meet the expenses which will necessarily be incurred in the discharge of these additional duties.

Great inconvenience has already been caused by the limited office accommodation, and, to carry out the increased duties of this department, additional rooms are absolutely necessary.

I have, &c.,
JOHN WHITTON.

No. 3.

THE ENGINEER-IN-CHIEF TO THE COMMISSIONER FOR RAILWAYS.

70/490. 11-2-70. 70/50.

Department of Public Works,
Railway Branch, Engineer's Office,
Sydney, 11 February, 1870.

MINUTE-PAPER.—Superintendence of permanent way and works.

ON the 1st June last I had the honor to receive a communication informing me that His Excellency the Governor, with the advice of the Executive Council, had requested me to undertake the duties pertaining to the office of the Engineer for Existing Lines and Locomotive Superintendent, in addition to my duties as Engineer-in-Chief for Railways.

In reply to this request, I accepted the additional duties, and made certain recommendations, in my letter of the 4th June, for the purpose of carrying out the wishes of the Government.

Up to the present time no action, so far as I know, has been taken on this letter, and I now ask to withdraw it and substitute the following recommendations:—

- 1st. That Mr. Mason be relieved from the duties relating to the superintendence of the permanent way and works, which occupy a considerable portion of his time, so that his attention may be entirely devoted to the trial surveys for the proposed extensions.
- 2nd. That Mr. Bewick, who has now charge of the works and permanent way on the Northern Line, take charge of the maintenance of permanent way and works on the Southern, Western, and Richmond Railways, in addition to his present duties.
- 3rd. That in consequence of taking these additional duties his salary be increased from £400 to £600 per annum; the latter sum to include all expenses he may incur in travelling to and from the north, and in attending to his duties generally.
- 4th. That as no allowance has been made to Mr. Mason for expenses incurred since June last, whilst superintending the maintenance of the permanent way and works on the Southern and Western Railways, I advise that an allowance, at the rate of £6 per month, be paid him for expenses incurred on the two lines, instead of the amount recommended by me for the three lines—North, West, and South.

I propose that Mr. Bewick take charge of these lines on the 1st March next.

JOHN WHITTON.

No. 4.

THE ENGINEER-IN-CHIEF to THE COMMISSIONER FOR RAILWAYS.

Department of Public Works,
Railway Branch, Engineer's Office,
Sydney, 26 April, 1870.

70/1460.

MINUTE-PAPER.—Superintendence of permanent way and works, G. S. W. & R. Railways.

I DESIRE to draw the Commissioner's attention to the absolute necessity of appointing a thoroughly efficient officer to superintend, under my direction, the maintenance of the permanent way and works on the Southern, Western, and Richmond Railways.

The length of line now opened for traffic is 244 miles, upon which there are many important structures requiring constant inspection, in addition to the inspection of the permanent way, station buildings, road approaches, &c.

The officer in charge of this department should give his whole time to the duties of the office, and be daily over some portion of the line,—not only to see that the works are in good order, but that no more men are employed than absolutely necessary for the maintenance of the lines.

The amount yearly expended in repairs is about £40,000; and with such an expenditure the best possible supervision should be obtained, and every exertion used, to combine the greatest efficiency with the most rigid economy.

I know only one man at present disengaged in this Colony who I believe to be specially fitted for this appointment; but whether he would accept the office at such a salary as the Government might feel disposed to give I cannot say.

I allude to Mr. Wakeford, who has not only had great experience on railways and in the construction of public works generally, but combines in an eminent degree great decision of character, sound judgment, and indomitable energy.

I make this recommendation with the most solemn conviction that such an appointment is absolutely necessary, not only to provide to the fullest possible extent for the public safety, but for the economical maintenance of the lines I have named.

I have written this without consulting Mr. Wakeford, but I think it possible he might accept the office, at a salary of from £600 to £700 per annum.

JOHN WHITTON.

P.S.—I omitted to explain, with reference to my recommendation of the 11th February last, for the appointment of Mr. Bewick to this office, that before making that suggestion I saw Mr. Bewick, and he agreed to take the duties. About a week ago I sent for him from Newcastle, and requested him to undertake the maintenance of these lines in addition to those in the north. He expressed his perfect willingness to do so, but at the same time informed me that he was afraid that he would find himself physically incapable of performing them. I had therefore no alternative but to make another recommendation.—J.W.

No. 5.

MINUTE OF THE SECRETARY FOR PUBLIC WORKS.

Mr. Wakeford to be appointed, at a salary of five hundred pounds per annum, and paid from the Contingent Vote, and salary placed on the Estimates for next year.—J.S., 11/8/70.

Mr. Whitton to note and return.—B.C., 19/8/70. C.A.G., *pro* Commissioner.

No. 6.

MINUTE OF THE ENGINEER-IN-CHIEF.

Mr. Wakeford has been verbally informed of his appointment, and he will commence his duties on the 1st September.

I suggest that his salary be paid out of the Vote for Working Expenses, instead of the Contingent Vote for extra assistance.—J.W., 22/8/70.

Commissioner.—22/8/70.

Approved.—J.S., 2/9/70.

No. 7.

GOVERNMENT RAILWAYS.—MINUTE-PAPER.

Mr. Wakeford's appointment.

SALARY to be paid from Vote for Working Expenses, as suggested by Mr. Whitton. See authority on enclosed papers.—C.A.G., for Commissioner.

John Whitton, B.C., 3/9/70.

J.W., 3/9/70.

Commissioner, 3/9/70.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

LETTERS OF REGISTRATION OF INVENTIONS

UNDER

16 VICTORIA, No. 24.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
8 *December*, 1870.



SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

LETTERS OF REGISTRATION OF INVENTIONS.

(DESCRIPTIONS, SPECIFICATIONS, &c., ACCOMPANYING APPLICATIONS FOR.)

Ordered by the Legislative Assembly to be Printed, 8 December, 1870.

RETURN (in part) to an *Address* of the Honorable the Legislative Assembly of New South Wales, dated 10 May, 1861, A.M., praying that His Excellency the Administrator of the Government would be pleased to cause to be laid upon the Table of this House (in addition to the Return already upon the Table),—

“ (1.) A copy of the Descriptions and Specifications accompanying any applications for Letters of Registration of Inventions under the Act of Council 16 Victoria, No. 24, together with the date of application for such Letters of Registration, and when granted ; also, copies of the Plans or Sections annexed, and of the Report in each case.

“ (2.) That His Excellency will cause similar Returns to be laid before Parliament annually.”

(Mr. Hart.)

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148	William Bland.....	14 Jan., 1867.....	Invention for the suppression and extinction of fires in holds of ships and other confined spaces.	26 February ...	61
149	Charles Florent Sarpy and Edward Henry O'Neill.	9 Jan., 1867.....	Invention for the manufacture of an ointment, tincture, and lubricating oil from the peppermint-tree (<i>Eucalyptus Odorata</i>), and the leaves of the said tree.	26 February ...	63
150	Henry Lampson	3 April, 1867.....	Improvements in connecting together the ends of iron or other metal-bands used in baling cotton, wool, and other bale goods packed under pressure.	28 May	65
151	William Webb and John Thomas Hobbs.	14 Mar., 1867.....	Invention for making metallic and silicious paints.	28 May	67

No.	Name of Applicant.	Date of Application.	Nature of Invention.	When granted.	Page.
1867.					
152	Thomas Seelye Farmer and Edwin Torrens Brissenden.	26 April, 1866	Improvements in machinery for the purpose of obtaining a more complete amalgamation of the metals desired to be extracted from crushed auriferous materials.	10 June.....	69
153	Benjamin Rogers Brown, Edward Stansfield, and William Henry Nash.	4 April, 1867	Ore-dressing machinery for the purpose of separating ores of the precious and other metals from their matrices, and also from each other.	14 June.....	73
154	Friederich Hoffmann	4 June, 1867	Improvements in kilns or ovens for burning bricks, tiles, pottery-ware, limestone, cement, and other substances.	1 July	75
155	Charles Thieme Liernur ...	15 June, 1867	A pneumatic method for the inoffensive removal of all fluids, solids, and gases from water-closets or privies, and their conduits, and of storing said materials so that they may be applied in their natural unchanged form to agriculture and other branches of industry.	8 July	79
156	Thomas Sutcliffe Mort ...	12 July, 1867	A self-acting method of, and apparatus for, preserving fish, flesh, and fowl, and all other articles of food, by a process of refrigeration.	26 July	83
157	Wm. Richmond Alexander	10 July, 1867	Invention for preparing and preserving meat in the form of powder.	15 August.....	89
158	Matthew Adam Munn ...	19 June, 1867	Improvements in the manufacture of maizena and starch.	20 August.....	91
159	Elvine Wood Lang	23 July, 1867	Invention for the speedy and perfect cure and preservation of meat and fish for food.	26 August.....	93
161	John Falconer	28 Aug., 1867	Instrument for inoculating and spaying cattle.	3 October ...	95
162	James Henry Bryant	24 Aug., 1867	Invention for converting maize and millet plants and the bark of the tree known as stringy bark, into fibrous substances, either for use in the manufacture of paper, or for being spun for use in the making of coarse fabrics, such as sheeting, packing-cloth, bagging, matting, and rope, or for use by upholsterers and others in stuffing mattresses and such like articles.	4 November...	97
163	Francis Bowyer Miller ...	1 Oct., 1867	An improved method of toughening brittle gold bullion, of refining alloyed gold, and of separating therefrom any silver they may contain.	7 November...	101
164	Prosper Vincent Ramel ...	4 Sept., 1867	A new method of preparing the leaves and bark of the plants belonging to the genus Eucalyptus, and of all other plants of the family Myrtaceæ, for the purpose of using them as tobacco and snuff.	8 November...	105
165	Moritz Michaelis, Isaac Hallenstein, Arthur Cleg- horn, and Edward Waters.	8 Oct., 1867	An improved method of treating hides in the process of tanning, and a new apparatus for carrying out such method.	8 November...	107
166	Eugene Dominique Nicolle and Thomas Sutcliffe Mort.	4 Oct., 1867	An improved method of and apparatus for separating the aqueous portions of fluids and juices.	8 November...	111
167	Battista Pedrazzi.....	7 Oct., 1867	Variegated or plain water and wind proof Roman tile.	22 November...	115
168	Nathaniel Levy	10 June, 1867	Distilling spirit by steam from beet-root and mangel wurzel.	29 November...	117
1868.					
172	Jas. Andw. Bolton Higham	24 Dec., 1867	A new apparatus for shearing and clipping the wool or hair from sheep or other animals.	2 March	119
173	Dugald Little	27 Dec., 1867	Invention for the reduction of the temperature of air, and for the production of ice, and the preservation of animal, vegetable, and other perishable substances, by freezing.	5 March	121

No.	Name of Applicant.	Date of Application.	Nature of Invention.	When granted.	Page.
1868.					
174	James Dewar	5 Feb., 1868	Improvements in preserving substances for food.	19 March	123
175	John Watson Burton	20 Jan., 1868	Improvements in the treatment of fibrous materials, and in means and apparatus to be used in such treatment, and in utilizing waste products therefrom.	23 March	127
	[Application was made by John Benson Wilson, the assignee of grantee.]				
176	George Fletcher and Peter Percival Fletcher.	29 Jan., 1868	Improvements in the construction of iron safes and chambers for obtaining safety from fires and burglars.	23 March	131
177	Samuel Golay	20 Mar., 1868	Improvements in cutting and dressing mill-stones, and in apparatus to be employed for such purpose.	24 June.....	135
178	Henry Charles Brookes ...	22 May, 1868	Elastic top horse-collar	24 June.....	139
180	Jehoshaphat Davy Postle & Andrew James Livingstone Learmonth.	8 July, 1868	Improved apparatus for producing artificial cold.	24 August.....	141
181	Thomas Sutcliffe Mort and Eugenie Dominique Nicolle.	7 July, 1868	Improved method of and apparatus for obtaining reduction of temperature by the expansion of air or other permanent gases, in special connection with the preservation of articles of food, the manufacture of ice, cooling of rooms and liquids.	24 August.....	145
182	Edward Cutler Wheelock..	11 July, 1868	Improvements in the construction of the cloth-plate of the Wheeler & Wilson sewing-machine.	9 September..	153
183	James Lee Norton	5 Aug., 1868	Improvements in sinking or forming wells, and in apparatus to be used for this and similar purposes.	9 September..	157
184	Henry James and Edward Drewett.	27 Aug., 1868	Improvements in water-closets	28 September..	163
185	Lewis Lawrence Smith ...	4 Sept., 1868	Velox or anti-concussion horse-shoe	28 September..	167
187	James Manning and Elvine Wood Lang.	15 May, 1868	Improvements in the preservation of meat	30 September..	169
188	Henry Manning	31 Aug., 1868	The gold-finder	2 November...	173
189	Thomas Egerton Hogg ...	15 Sept., 1868	An improvement in the construction of centrifugal sugar-washing machines.	3 November...	175
190	Benjamin Rogers Brown...	27 Oct., 1868	Improvement in machinery for the purpose of separating ores of the precious and other metals from their matrices and also from each other, and for other purposes as are known by the terms ore-dressing, ore-washing, and concentrating.	7 December...	177
191	Louis Bucette.....	15 Oct., 1868	Machine for breaking or pulverizing ore, limestone, quartz, stone, slate, emery, &c., &c.	7 December...	179
192	Samuel Pretzman Mumford and John Wallis.	2 Nov., 1868	An improved mode of and apparatus for dressing mill-stones.	16 December...	183
193	Robert Tooth	19 Nov., 1868	An improved mode of and apparatus for evaporating liquids, with a view to obtaining the saccharine, saline, or other substances contained therein, in a dry or crystalline state.	17 December...	187
194	John Munday	3 Oct., 1868	Improvements in the method of separating ores from their matrices.	17 December...	191
1869.					
195	Joseph Hafonegger	24 Nov., 1868	An improved explosive compound and self-igniting time-match.	5 January ...	193
196	John Slater	23 Nov., 1868	An improvement in the construction of iron telegraph posts.	5 January ...	197

No.	Name of Applicant.	Date of Application.	Nature of Invention.	When granted.	Page.
				1869.	
197	Alfred Fryer	4 Dec., 1868	Improvements in the mode of treating, chiefly for evaporating and concentrating purposes, cane-juice, beet-root-juice, and other saccharine and other solutions and liquids, and in the construction of apparatus for the concentration of saccharine and other solutions for the evaporation of liquids, and for the preparation of crushed cane or megas to be used for the concentration of cane-juice.	12 January ...	199
198	William Thomson, John Sharp, Edwin Bull, John Holme Jones, George Moore, Stephen Bartlett, and William Errington.	24 Nov., 1868	An improved method of raising sunken vessels and goods, and sustaining those which are afloat.	19 January ...	205
199	Charles Edward Richardson and George Thatcher Waterman.	8 Dec., 1868	Improvements in preserving meat and other animal matters.	27 January ...	209
200	John Lewis	17 Dec., 1868	Improvements in buddles	24 February ...	211
201	Jean Baptiste Chatain.....	6 Jan., 1869	Improved method of preserving the skins of animals, and of removing the wool or hair from the same.	24 February ...	213
202	Frederick Lambe, Arthur Charles Sterry, and John Fordred.	2 Dec., 1868	Improvements in treating petroleums, coal, shale, oils, and other liquid and solid hydro-carbons.	24 February ...	217
203	James Andrew Penson ...	23 Jan., 1869	A sunlight reflector	8 March	221
205	Richard Baylis.....	9 Dec., 1868	Improvements in machinery for sewing boots and shoes.	10 March	223
206	John Aickin	2 Jan., 1869	A new method of amalgamating gold and other precious metals, termed the magistral amalgamating compound.	16 March	229
207	William Wright and Henry Dale Edwards.	13 Jan., 1869	Improvements in the construction of sheep-washing machinery.	30 March	231
208	Frederick Harold Erle ...	15 Dec., 1868	An invention entitled "The smoker's companion."	30 March	233
210	Joseph Bancroft	4 Mar., 1869	Apparatus for the desiccation of watery substances, and the preservation by desiccation of animal and vegetable products to be used as food.	30 April	235
211	Alfred Cullen and Alfred Dale.	11 Feb., 1869	An improved process of pumping water ...	30 April	237
213	William Thompson Rickard and William Carue Paul.	4 May, 1869	Improvements in apparatus for washing ores and other matters, and the separation of the metals contained therein, or combined therewith.	17 June.....	241
214	Josiah Vincent Lavers ...	19 April, 1869	Invention for preserving the carcasses or skins of animals, recently killed, in a fresh condition, without the flesh or skin coming into contact with any liquid or solid substance to ensure their preservation.	17 June.....	245
215	John Tracey	3 May, 1869	Improvement in the manufacture of Venetian window-blinds.	18 June.....	247
216	Eugene Dominique Nicolle and Thomas Sutcliffe Mort.	24 May, 1869	The Australian refrigerating and freezing apparatus.	5 July	249
217	Wilhelm Vett	22 June, 1869	Improved gas-burner	23 July	255



A.D. 1866, 14th May. No. 123.

AN IMPROVED COMPOSITION FOR THE PURPOSE OF PRESERVING SHIPS' BOTTOMS, AND FOR OTHER ANALOGOUS PURPOSES.

LETTERS OF REGISTRATION to James Charlesworth and Charles Cooling Sharp, for an Improved Composition for the purpose of Preserving Ships' Bottoms, and for other analogous purposes.

[Registered on the 14th day of May, A.D. 1866, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SIR JOHN YOUNG, Baronet, Knight Commander of the Most Honorable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Captain-General and Governor-in-Chief of the Colony of New South Wales.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS JAMES CHARLESWORTH, of Sandridge, in the Colony of Victoria, boatman, and CHARLES COOLING SHARP, of the same place, licensed victualler, have by their Petition humbly represented to me that they are the authors or designers of a certain invention or improvement in manufactures, that is to say, of an invention for "An improved composition for the purpose of preserving ships' bottoms, and for other analogous purposes," which is more particularly described in the specification hereunto annexed; and that they, the said Petitioners, have deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteen Victoria, number twenty-four, and have humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to them for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said James Charlesworth and Charles Cooling Sharp, their executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said James Charlesworth and Charles Cooling Sharp, their executors, administrators, and assigns, the exclusive enjoyment and advantage thereof for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said James Charlesworth and Charles Cooling Sharp shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this fourteenth day of May, in the year of our Lord one thousand eight hundred and sixty-six.

(L.S.)

JOHN YOUNG.

An Improved Composition for the purpose of Preserving Ships' Bottoms, &c.

SPECIFICATION of JAMES CHARLESWORTH, boatman, and CHARLES COOLING SHARP, licensed victualler, both of Sandridge, in the Colony of Victoria, for an invention intituled "An improved composition for the purpose of preserving ships' bottoms, and for other analogous purposes."

Our invention is designed for the purpose of providing a more effective and economical preservative for metal or wood than any already known, and although principally adapted for the purpose of preserving ships' bottoms from the effects of exposure, in either salt or fresh water, is equally applicable as a preservative from the effects of exposure to the atmosphere, earth, or insects—thus, the inside of a vessel might be coated with our composition as a preservative in the case of iron from rust, and in the case of wood from insects; and a telegraph post might also be preserved by means of our invention.

Our composition consists of the following materials in substantially the following proportions:—One hundredweight of tallow, seventeen pounds of resin, and one hundredweight of new white lime. We first provide an iron pot or vessel of sufficient size, and put in the tallow first and then apply heat; when the tallow is melted we add the resin and stir up until it is dissolved, and we then add the new white lime (which must be crushed fine), and stir the whole up for about ten or fifteen minutes until the whole has become intimately admixed, when it is immediately ready for use.

The metal or wood to which it is to be applied should be cleansed from all foreign matter, and the brush used should have the hairs wide apart, to prevent the composition from clogging upon it; what is known as an ordinary whitewash brush would answer the purpose.

If our composition was required to be removed for the purpose of giving it a coat of fresh composition, or for any other purpose, it might be so removed by scraping in the ordinary way; but we should prefer to use heat either by a pan or otherwise passing over the surface, and then sweeping it with a stiff broom, after which a new coat could be put on.

We do not of course confine ourselves to the precise details here stated, such as the proportions of the different component parts of our composition, which might be varied without departing from the nature of our invention, although the proportions stated are those which we believe to be the most beneficial; neither do we confine ourselves to the thickness or number of the coats of our composition which are to be used, but we consider one coat of about the thickness of a sixteenth of an inch to be sufficient for all ordinary purposes.

What we claim is, the combination of tallow, resin, and new white lime in the manner and for the purposes substantially as herein described and explained.

In witness whereof we the said James Charlesworth and Charles Cooling Sharp have hereto set our hands and seals this twenty-fifth day of January, one thousand eight hundred and sixty-six.

This is the mark of

X
JAMES CHARLESWORTH.
CHAS. C. SHARP.

The said James Charlesworth, being unable to write, set his }
mark and seal to this specification (after the same was }
truly read over to him by me) in my presence,—

EDWD. WATERS, Melbourne, Patent Agent.

This is the specification referred to in the annexed Letters of Registration, granted to James Charlesworth and Charles Cooling Sharp this fourteenth day of May, 1866.

JOHN YOUNG.

REPORT.

Sydney, 20 March, 1866.

SIR,

In compliance with your request we have examined the specification of Messrs. Charlesworth and Sharp, for an "Improved composition for the purpose of preserving ships' bottoms, and for other analogous purposes"; and we have the honor to report that we see no objection to Letters of Registration being granted, as desired.

We have, &c.,

J. SMITH.
E. O. MORIARTY.

THE HONORABLE
THE COLONIAL SECRETARY.



A.D. 1866, 14th May. No. 124.

IMPROVEMENTS IN STAMPING MACHINERY FOR CRUSHING PURPOSES.

LETTERS OF REGISTRATION to Arthur Hope, for Improvements in Stamping Machinery for Crushing Purposes.

[Registered on the 14th day of May, A.D. 1866, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SIR JOHN YOUNG, Baronet, Knight Commander of the Most Honorable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Captain General and Governor-in-Chief of the Colony of New South Wales.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS ARTHUR HOPE, of Prahran, near Melbourne, in the Colony of Victoria, engineer, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, "Of an invention for improvements in stamping machinery for crushing purposes," which is more particularly described in the specification and paper of drawings hereunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said Arthur Hope, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said Arthur Hope, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Arthur Hope shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this fourteenth day of May, in the year of our Lord one thousand eight hundred and sixty-six.

(L.S.)

JOHN YOUNG.

Improvements in Stamping Machinery for Crushing Purposes.

SPECIFICATION of Arthur Hope, of Prahran, near Melbourne, in the Colony of Victoria, engineer, for an Invention intituled "Improvements in stamping machinery for crushing purposes."
My invention consists in such an arrangement of stamps that some shall act as preparatory crushers before the material passes under the crushers proper, and also in the disposing of machinery necessary to carry out such arrangement.

I propose in the first instance to make the stamp boxes of sufficient width to allow of a double row of stamps being worked in them; the front row (or crushers proper), as ordinarily used, having conjointly a larger bearing surface than the back (or preparatory) crushers. This may be accomplished either by making the front stamps of a larger diameter than the others, or by increasing their number; and consequently the front or discharge side of the stamp boxes would require to be longer than the back or feeding side.

There may be more than two rows of stamps if so desired (in which case the boxes would have to be made as wide as necessary), and those in one row might vary in size or weight from those in the others, and may be driven quicker or slower, one than the other, as might be found beneficial; and my invention is adapted for either round or square stamps, rotatory or otherwise.

When rotatory stamps are used I think it preferable that the front row of stamps should rotate in an opposite direction to those immediately behind them.

In the accompanying drawings, figure 1 represents a cross sectional elevation of a battery of rotatory stamps; figure 2 shows a front view of the stamp heads (in their respective positions when at work) in the stamp box, with the front of the stamp box removed to show them; and figure 3 shows a plan of the stamp box.

Figure 4 shows a cross sectional elevation of a battery of square stamps, showing the method of driving same; and figure 5 is a plan of the stamp box.

A are the front stamps of a rotatory battery, and B are the back ones, C is the false bottom, D the feed, E the cam for driving the front stamps fastened on to shaft *e*, and E' the cam for driving the back ones fastened on to shaft *e'*; F are the ordinary discs, and the two circular lines G H indicate the position and size of two wheels gearing into one another for the purpose of driving the back row of stamps in an opposite direction to those in front, that marked H being connected to the main driving shaft, from which the motive power is communicated by an ordinary clutch, or any other approved means. I is the stamp box.

Figures 4 and 5 refer to square stamps; J are the front stamps; K the back ones; L the false bottom; M the feed; N the stamp box.

There are various details, which it is evident might be varied without departing from the nature of my invention; for instance, the back and front stamps might be made varying in weight, and driven at different rates of speed; the false bottoms under the back stamps might be made higher than those under the front ones; and the stamp boxes might discharge on as many sides as might be preferred, therefore I do not confine myself to the precise details here set forth, although I prefer to use the arrangement shown in figures 1, 2, and 3.

What I claim as my invention is,—

- 1st. The working of two or more rows of stamps in one box, so that some shall act as preparatory crushers; and
- 2ndly. The arrangement for working a double row of stamps substantially as herein described and explained.

In witness whereof I, the said Arthur Hope, have hereto set my hand and seal this twenty-sixth day of January, one thousand eight hundred and sixty-six.

ARTHEUR HOPE.

This is the specification referred to in the annexed Letters of Registration, granted to Arthur Hope this fourteenth day of May, 1866.

JOHN YOUNG.

REPORT.

Sydney, 26 March, 1866.

SIR,

We have the honor to report, for the information of the Honorable the Chief Secretary, that we see no objection to Letters of Registration being issued to Mr. Arthur Hope for his invention "For improvements in stamping machinery for crushing purposes," as set forth in his specification and plans forwarded to us under B.C. by the Under Secretary for Works, 23rd instant.

We have, &c.,

THE UNDER SECRETARY
FOR PUBLIC WORKS.

JOHN WHITTON.
E. O. MORIARTY.

HOPE'S PATENT

Fig 1

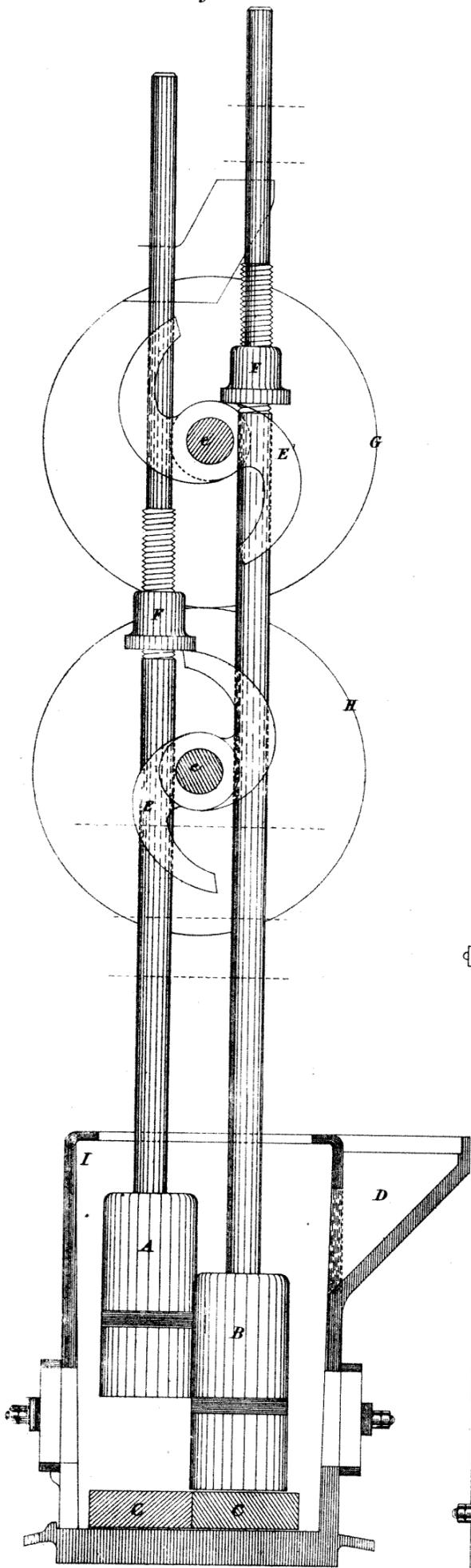


Fig 5

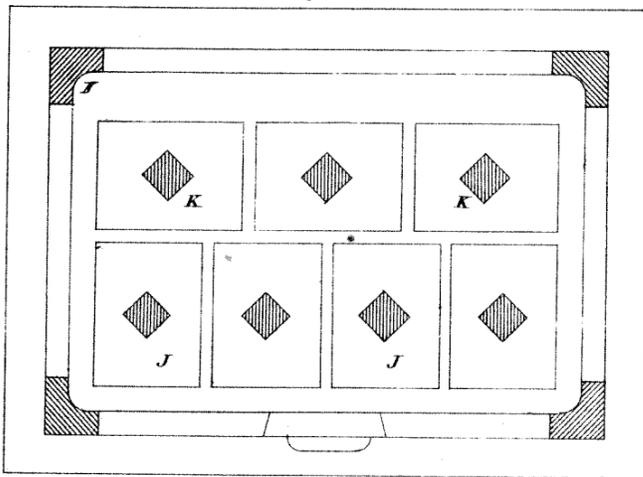


Fig. 2

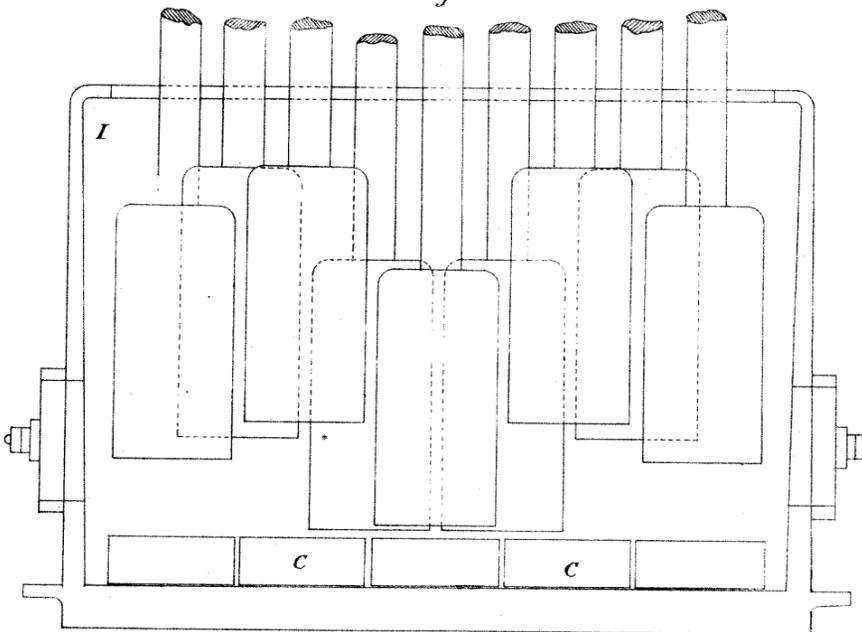


Fig. 3

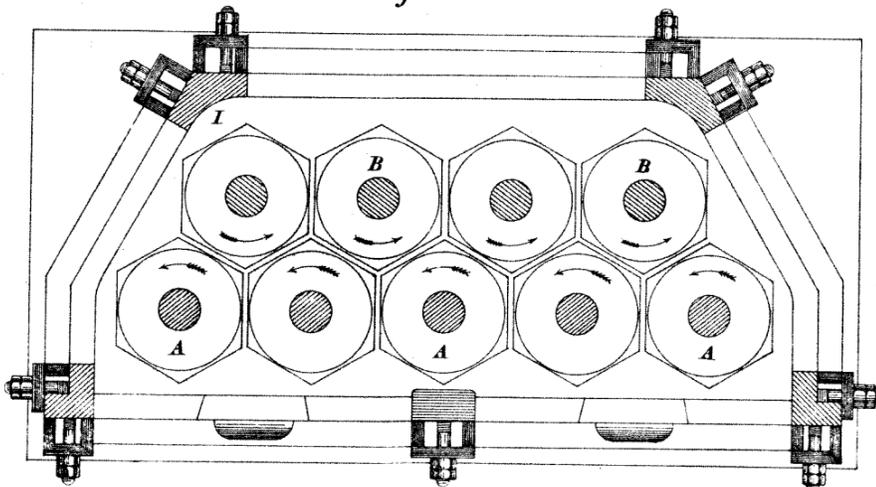
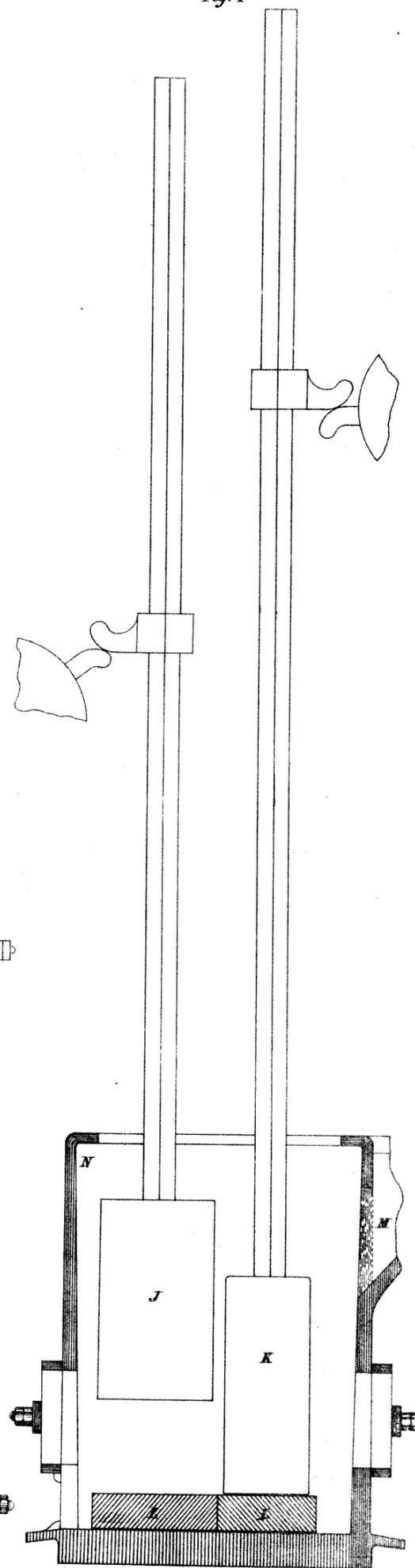


Fig. 4



This is the Paper of Drawings referred to in the annual Letters of Registration granted to Arthur Hope this fourteenth day of May 1866

Signed
John Young



A.D. 1866, 12th June. No. 125.

**AN INVENTION FOR SEPARATING QUICKSILVER FROM GOLD AND SILVER
AND OTHER AMALGAM.**

LETTERS OF REGISTRATION to Charles James Stevens, for an Invention for
Separating Quicksilver from Gold and Silver and other Amalgam.

[Registered on the 14th day of June, A.D. 1866, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SIR JOHN YOUNG, Baronet, Knight Commander of the Most Honorable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Captain General and Governor-in-Chief of the Colony of New South Wales.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS CHARLES JAMES STEVENS, of Waverley, in the Colony of New South Wales, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, of an invention for "Separating quicksilver from gold and silver and other amalgam," which is more particularly described in the specification and paper of drawings which are hereunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said Charles James Stevens, his

Invention for Separating Quicksilver from Gold and Silver and other Amalgam.

executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement, for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said Charles James Stevens, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Charles James Stevens shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this twelfth day of June, in the year of our Lord one thousand eight hundred and sixty-six.

(L.S.)

JOHN YOUNG.

SPECIFICATION of an invention for separating quicksilver from gold and silver and other amalgam, as represented by the drawings hereunto annexed.

THE particulars of such invention are as follows:—An iron tube (figure *a*), which may be of any length to suit the pressure required, securely fixed to a horizontal receiver (figure *b*), which may be of any size required for the quantity of amalgam to be operated upon. There is an opening on one or both sides of the receiver, of about three inches in diameter (figure *c*), which is covered with soft leather or other porous material, through which the mercury is forced, and the leather is fastened to the receiver by doors (*dd*) screwed on by bolts and nuts. And that which is claimed is, the invention of the application of the pressure obtained by means of a column of mercury, vertical or otherwise, for the purpose of forcing the same through leather or any other porous substance, and thereby separating any metals or other foreign substance held either in mechanical or chemical suspension therein.

This is the specification referred to in the annexed Letters of Registration, granted to Charles James Stevens this twelfth day of June, 1866.

JOHN YOUNG.

REPORT.

Sydney, 12 April, 1866.

SIR,

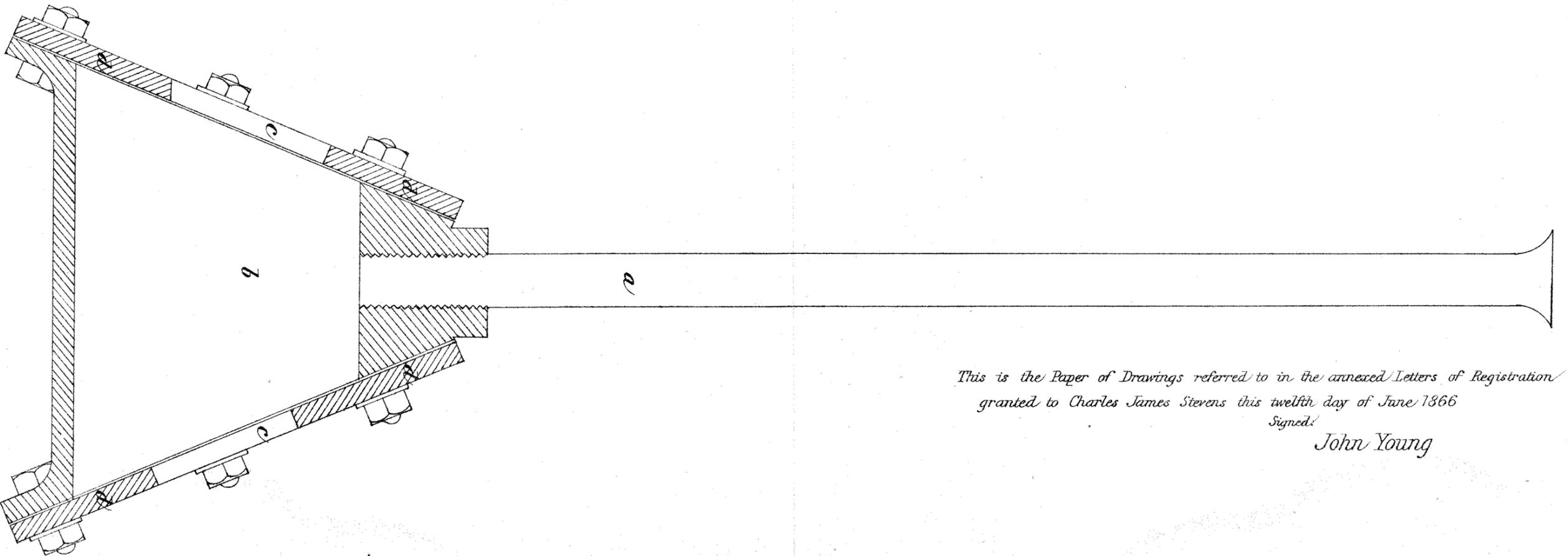
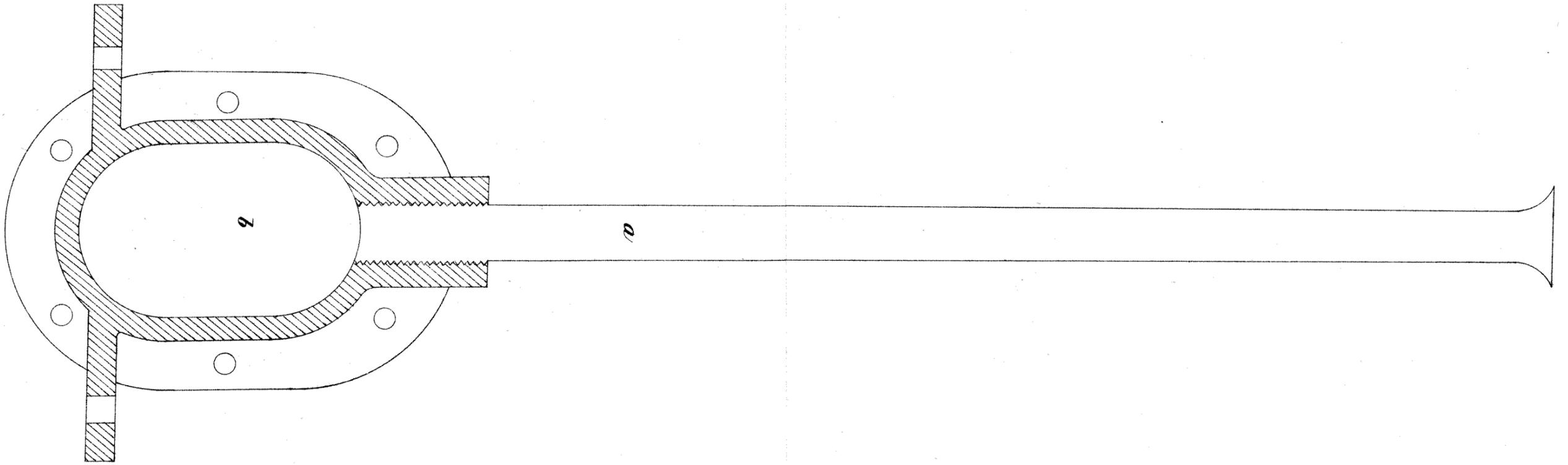
In compliance with your request we have examined the specification, drawing, and model accompanying Mr. Charles James Stevens' application for Letters of Registration for an "Invention for separating quicksilver from gold and silver and other amalgam;" and we have now the honor to report that we see no objection to Letters of Registration being granted, as desired.

We have, &c.,

THE HONORABLE
THE COLONIAL SECRETARY.

JOHN WHITTON.
EDWARD BELL.

[Drawings—one sheet.]



COPY

This is the Paper of Drawings referred to in the annexed Letters of Registration granted to Charles James Stevens this twelfth day of June 1866

*Signed/
John Young*

No 125



A.D. 1866, 18th June. No. 126.

**AN INVENTION OF A CERTAIN ARRANGEMENT OF MIRRORS OR
REFLECTORS.**

LETTERS OF REGISTRATION to George Case, for an Invention of a certain arrangement of Mirrors or Reflectors.

[Registered on the 20th day of June, A.D. 1866, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SIR JOHN YOUNG, Baronet, Knight Commander of the Most Honorable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Captain General and Governor-in-Chief of the Colony of New South Wales.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS GEORGE CASE, of Bourke-street, Melbourne, in the Colony of Victoria, musical composer, hath by his Petition humbly represented to me that he is the assignee of the author or designer of a certain invention or improvement in manufactures, that is to say, of an "Invention of a certain arrangement of mirrors or reflectors, whereby new and important results and effects are produced" which is more particularly described in the specification hereunto annexed ; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, 16th Victoria, No. 24 ; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years : And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said George Case, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said George Case, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended : Provided always, that if the said George Case shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony, at Government House, Sydney, in New South Wales, this eighteenth day of June, in the year of our Lord one thousand eight hundred and sixty-six.

(L.S.)

JOHN YOUNG.

Arrangement of Mirrors or Reflectors.

SPECIFICATION.

CONSTRUCT a cabinet, chamber, or box of any size or dimensions, and of any material such as wood, zinc, iron, &c., having an aperture at the top or roof for the admission of lights, and supported on legs or wheels, so as to enable persons to see beneath the floor of the box, cabinet, apartment, or chamber, and that there is no communication or connexion between the same and the floor or ground on which it stands, save the said legs, wheels, or support. The entrance or door of the box, cabinet, or apartment, to consist of doors of wood or glass, or both combined, and hung on hinges. In the interior of the chamber and affixed to back wall or side thereof, and reaching from the floor to the ceiling, place two mirrors of glass, or any other substance capable of reflecting light, placing them in a vertical position within the box or chamber at an angle of forty-five degrees, or at any other angle, and one or both of these mirrors to be hung on movable hinges. The illumination of the interior of the box, chamber, or apartment, is obtained by the use of kerosene, paraffine oil, tallow, or any other illuminating substance burned in any appropriate lamp or other instrument, or by the use of gas or any other illuminating material, or by the ordinary sunlight. The interior of the box, cabinet, or chamber, then presents the appearance of being a square empty room, the angular projection of the mirrors not being perceivable from the front, nor are the mirrors themselves to be perceived, inasmuch as they merely reflect the side walls of the box, cabinet, or chamber, as the case may be, and seem to form a solid wall or side or back of the box, cabinet, or chamber. A person or lay figure is then placed in the box, cabinet, or chamber, in front of the projection and point of junction of the two mirrors or reflectors, and after being viewed by the spectators in front, the door of the box, cabinet, or chamber is closed, and the person, figure, or object in the same moves one or both of the mirrors, and goes in behind them, and the person or object previously concealed is then introduced in front of the mirrors; and on the door of the box or chamber being again opened, the illusion is produced of one person or object having apparently changed to another person or object.

This is the specification referred to in the annexed Letters of Registration, granted to George Case this eighteenth day of June, 1866.

JOHN YOUNG.

REPORT.

Sydney, 27 March, 1866.

SIR,

In compliance with your request we have examined the specification submitted by Mr. Geo. Case, "Of a certain arrangement of mirrors or reflectors, whereby new and important results and effects are produced, hitherto unknown," and we have the honor to report that we see no reason why Letters of Registration should not be granted as desired; but at the same time we would suggest that Mr. Case should be called upon to produce documentary evidence that he has obtained from the inventor the sole right to use the invention in this Colony.

THE HONORABLE
THE COLONIAL SECRETARY.

We have, &c.,
J. SMITH.
EDWARD BELL.



A.D. 1866, 18th June. No. 126.

AN INVENTION OF A CERTAIN ARRANGEMENT OF MIRRORS OR REFLECTORS.

LETTERS OF REGISTRATION to George Case, for an Invention of a certain arrangement of Mirrors or Reflectors.

[Registered on the 20th day of June, A.D. 1866, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SIR JOHN YOUNG, Baronet, Knight Commander of the Most Honorable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Captain General and Governor-in-Chief of the Colony of New South Wales.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting:

WHEREAS GEORGE CASE, of Bourke-street, Melbourne, in the Colony of Victoria, musical composer, hath by his Petition humbly represented to me that he is the assignee of the author or designer of a certain invention or improvement in manufactures, that is to say, of an "Invention of a certain arrangement of mirrors or reflectors, whereby new and important results and effects are produced" which is more particularly described in the specification hereunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, 16th Victoria, No. 24; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said George Case, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said George Case, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said George Case shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony, at Government House, Sydney, in New South Wales, this eighteenth day of June, in the year of our Lord one thousand eight hundred and sixty-six.

(L.S.)

JOHN YOUNG.

Arrangement of Mirrors or Reflectors.

SPECIFICATION.

CONSTRUCT a cabinet, chamber, or box of any size or dimensions, and of any material such as wood, zinc, iron, &c., having an aperture at the top or roof for the admission of lights, and supported on legs or wheels, so as to enable persons to see beneath the floor of the box, cabinet, apartment, or chamber, and that there is no communication or connexion between the same and the floor or ground on which it stands, save the said legs, wheels, or support. The entrance or door of the box, cabinet, or apartment, to consist of doors of wood or glass, or both combined, and hung on hinges. In the interior of the chamber and affixed to back wall or side thereof, and reaching from the floor to the ceiling, place two mirrors of glass, or any other substance capable of reflecting light, placing them in a vertical position within the box or chamber at an angle of forty-five degrees, or at any other angle, and one or both of these mirrors to be hung on movable hinges. The illumination of the interior of the box, chamber, or apartment, is obtained by the use of kerosene, paraffine oil, tallow, or any other illuminating substance burned in any appropriate lamp or other instrument, or by the use of gas or any other illuminating material, or by the ordinary sunlight. The interior of the box, cabinet, or chamber, then presents the appearance of being a square empty room, the angular projection of the mirrors not being perceivable from the front, nor are the mirrors themselves to be perceived, inasmuch as they merely reflect the side walls of the box, cabinet, or chamber, as the case may be, and seem to form a solid wall or side or back of the box, cabinet, or chamber. A person or lay figure is then placed in the box, cabinet, or chamber, in front of the projection and point of junction of the two mirrors or reflectors, and after being viewed by the spectators in front, the door of the box, cabinet, or chamber is closed, and the person, figure, or object in the same moves one or both of the mirrors, and goes in behind them, and the person or object previously concealed is then introduced in front of the mirrors; and on the door of the box or chamber being again opened, the illusion is produced of one person or object having apparently changed to another person or object.

This is the specification referred to in the annexed Letters of Registration, granted to George Case this eighteenth day of June, 1866.

JOHN YOUNG.

REPORT.

Sydney, 27 March, 1866.

SIR,

In compliance with your request we have examined the specification submitted by Mr. Geo. Case, "Of a certain arrangement of mirrors or reflectors, whereby new and important results and effects are produced, hitherto unknown," and we have the honor to report that we see no reason why Letters of Registration should not be granted as desired; but at the same time we would suggest that Mr. Case should be called upon to produce documentary evidence that he has obtained from the inventor the sole right to use the invention in this Colony.

We have, &c.,

J. SMITH.
EDWARD BELL.

THE HONORABLE
THE COLONIAL SECRETARY.



A.D. 1866, 29th June. No. 127.

PATENT ROLLER AND ICE SKATE.

LETTERS OF REGISTRATION to George Selth Coppin, for a Patent Roller and Ice Skate.

[Registered on the 29th day of June, A.D. 1866, in pursuance of Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SIR JOHN YOUNG, Baronet, Knight Commander of the Most Honorable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Captain General and Governor-in-Chief of the Colony of New South Wales.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS GEORGE SELTH COPPIN, of Melbourne, in the Colony of Victoria, comedian, hath by his humble Petition represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, of an invention for "A patent roller and ice skate," which is more particularly described in the specification which is hereunto annexed ; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four ; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years : And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said George Selth Coppin, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said George Selth Coppin, his executors, administrators, and assigns, the exclusive enjoyment, and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended : Provided always, that if the said George Selth Coppin shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this twenty-ninth day of June, in the year of our Lord one thousand eight hundred and sixty-six.

(L.S.)

JOHN YOUNG.

Patent Roller and Ice Skate.

SPECIFICATION.

TO ALL TO WHOM THESE PRESENTS SHALL COME, I, GEORGE SELTH COPPIN, of the Haymarket Theatre, in the City of Melbourne, send, greeting:

* Attached.

Know YE that the following is a specification of my invention intitled "A patent roller and ice skate," that is to say, the plan in the margin* hereof shows both the construction of the skate and the method of attaching the same to the foot. The skate is made upon a plate the shape of the foot, which acts upon a centre attached to an axle of cast iron, brass, or other suitable material, to which four box-wood wheels of about the proportion shown in the plan are fixed. The skates are guided to a mechanical certainty, by simply turning the foot-plate of the skate; and the skater is able to make a long or short curve by simply inclining the foot to the right or the left. An ordinary floor of wood, laid level and smoothed, may be the surface on which my skate can be used. The arrangement of fastening the skate to the foot is shown in the plan; there is a leather guard to the heel, with a strap to buckle across the upper part of the instep, and two other straps to cross the fore part of the foot, so that the skate may be made perfectly secure. I do not confine myself to the materials for the floor, upon which my skate may be used, but I claim as my invention the particular construction of the skate as herein described, and the method of using it as herein explained. My skate might also be adapted to real or to artificial ice.

And I do hereby declare the above to be a true description of my invention. In witness whereof I have hereunto set my hand and seal this ninth day of May, in the year of our Lord one thousand eight hundred and sixty-six.

GEO. COPPIN.

Declared at Melbourne, in the Colony }
of Victoria, this ninth day of May, }
in the year of our Lord one }
thousand eight hundred and sixty- }
six, before me,—

JOHNSON HICKS,

A Commissioner of the Supreme Court of the Colony of New South Wales, for taking Affidavits, &c.

This is the specification referred to in the annexed Letters of Registration, granted to George Selth Coppin this twenty-ninth day of June, 1866.

JOHN YOUNG.

[1 plan.]

REPORT.

Sydney, 22 May, 1866.

SIR,

In compliance with your request we have examined the specification of Mr. George Selth Coppin, for "A patent roller and ice skate"; and we have now the honor to report that we see no objection to Letters of Registration being granted for the same, as desired.

We have, &c.,

THE HONORABLE
THE COLONIAL SECRETARY.

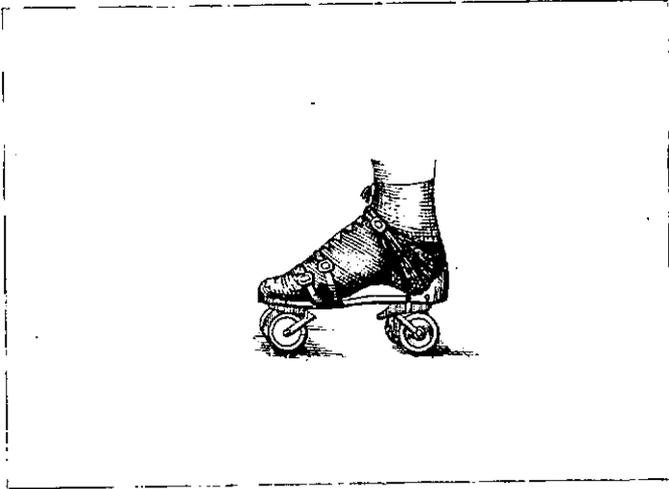
J. SMITH.
JOHN WHITTON.

No. 128.

[Assignment of No. 116. See page 85 of Return ordered to be printed by Legislative Assembly, on 9th January, 1868.]

No. 129.

[Assignment of No. 112. See page 55 of Return ordered to be printed by Legislative Assembly, on 9th January, 1868.]





A.D. 1866, 31st *July*. No. 130.

**INVENTION OR IMPROVEMENT IN MACHINERY FOR THE MANUFACTURE
AND IN THE MODE OF MANUFACTURING BOOTS AND SHOES.**

LETTERS OF REGISTRATION to James Vickery, for an Invention or Improvement in Machinery for the manufacture and in the mode of manufacturing Boots and Shoes.

[Registered on the 2nd day of August, A.D. 1866, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SIR JOHN YOUNG, Baronet, Knight Commander of the Most Honorable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Captain General and Governor-in-Chief of the Colony of New South Wales.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting:

WHEREAS JAMES VICKERY, of Sydney, in the Colony of New South Wales, boot and shoe manufacturer, hath by his Petition humbly represented to me that he is the assignee of Albert Delfosse, of Sydney aforesaid, who is the author or designer of a certain invention or improvement in manufactures, that is to say, of an "Invention or improvement in machinery for the manufacture and in the mode of manufacturing boots and shoes," which is more particularly described in the specification and paper of drawings which are hereunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said James Vickery, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention

Invention or Improvement in the manufacture of Boots and Shoes.

invention or improvement, for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said James Vickery, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said James Vickery shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this thirty-first day of July, in the year of our Lord one thousand eight hundred and sixty-six.

(L.S.)

JOHN YOUNG.

SPECIFICATION of certain inventions and improvements in machinery for the manufacture and in the mode of manufacturing boots and shoes.

1. An improved knife for cutting lifts for heels:—The improvement in the knife consisting in forming the bevel edges inside of the knife instead of outside, as heretofore practised, and also in using a regular set of knives to form the various thicknesses composing the heel of a boot or shoe. By reference to the annexed drawing it will be seen that the pieces of leather called lifts and top-pieces, cut with the improved knives (coloured pink, No. 1), will be of the same shape and bevel as the heel itself; and by using a regular set of knives, such lifts and top-pieces can be cut to form the heel of whatever shape or thickness may be required. It is also intended to use knives of any shape required, made on the same principle.

2. An improved method of forming heels by the use of metal moulds and dies:—The invention consists in constructing metal moulds and dies shaped to the exact form of the intended heel into these moulds, the lifts and top pieces cut with the knives abovementioned are placed, having been previously wetted and pasted. The mould is then placed in an eccentric or any other description of press fitted for the purpose; in the moving-table of the press are fitted the dies, fixed so as to fit into the moulds with a little clearance; the contents of the moulds are then submitted to the requisite amount of pressure to cause it to assume the proper shape and solidity. The bottom sides of the dies are curved, or otherwise shaped to the form intended to be given to the heel-leathers, on which the sole has to be fixed,—these leathers having been previously thinned or cut in the middle on a table of the description next hereinafter specified. The heels thus pressed into shape are of the proper size to be fixed on the boot or shoe, and are fastened on with wire nails riveted through the sole. The moulds and dies are shown in the annexed drawing, colored pink, No. 2.

3. A table for cutting heel leathers:—This invention consists of a table, fitted with an inclined arm, curved on the top, on which the heel leather is fixed by means of a claw worked by a foot-spring, and is shown in the annexed drawing, colored pink, No. 3.

4. Metal vices for finishing heels and soles:—This invention consists of vices fitted with powerful springs and jaws, the movable jaw being worked with a foot-lever. The vices can be varied in form to take in a shoe or a Napoleon boot, or any intermediate kind; the jaws are provided with pin centres, in which the heel revolves, as shown in annexed drawing, colored pink, No. 4. The vices for dressing and finishing soles are of similar construction, with long flat jaws, as shown in the annexed drawing, colored pink, No. 5.

5. An improved method of shaping, curving, and pressing soles and middle soles for boots and shoes:—The improvement consists in the use of moulds and dies, in which soles and middle soles are pressed into the required shape and curve to fit on the last. The moulds and dies are worked on a press in the same manner as the heel-moulds and dies, and are shown in the annexed drawing No. 6. One set of moulds for either soles or heels will do for all sizes, the bottom of the mould being smaller than the top. Whenever a larger size is required than the bottom of the mould will form, one or more pieces of flat iron, of the shape of the heel-pieces, is put in the bottom of the mould, thus raising the leather for the intended heel to a larger part of the mould, and giving the size required.

6. Improvements in the press:—

- (1.) In the mode of fixing the dies to the moving-table and the slide arrangements of the moulds, as shown in the annexed drawing, coloured pink, figure 8, letters AAA.

The first improvement is in the mode of fixing the heel-dies to the moving-table of the press, and in the arrangement of the slides for keeping the heel-moulds in their proper positions, shown on figures 2, 7, 8, distinguished by the letters A, marked on the drawing. The dies, provided with screw-studs with square shoulders, fitting into corresponding square holes in the lower plate of the moving-table, are secured in place with nuts with long T heads, marked A, as shown in the vertical section on the line A.B; the moulds, also marked A, are cast with projecting flanges to work into slide-bars or plates screwed to the fixed table or press, also distinguished by the letter A.

- (2.) The second improvement is the application of hand-levers, marked B, working in fulcrum screwed into the side-plates of the fixed table of press, for loosening the heels from the moulds; the moulds, by means of iron handles, having been placed over the slotted holes in the table, are kept in place by stops, also working in slotted holes, adjustable with nuts and screws, according to the size of heels under consideration. The manner of loosening the heels from the moulds is exhibited on the right hand side of vertical section, where one of the levers is shown as full down on the stop, fixed in such position as to allow the bent arm of the lever to loosen the heel in the mould; both levers are supplied with springs to keep them up when not in use.

(3.)

Invention or Improvement in the manufacture of Boots and Shoes.

(3.) The third improvement is an arrangement of spring lever-lifters for raising the heels from the moulds after having been loosened by the bent levers, BB, as above described. The spring lever-lifters, marked CC, work in fixed fulcra screwed into the moving-table of the press, the ends fitted with handles; the lifting rods, with sharp steel pointers, work in guides bolted to the moving-table, are depressed when required to remove the heels from the moulds, and when the pressure is removed from the handles the long springs lift up the heels in a finished state.

(4.) In attaching a sorting table,—

The above improvements are shown in the annexed drawing, coloured pink, figure 9.

Under this invention the soles and heels, cut as above described and pressed in the moulds, require very little finishing, the use of a hand knife being altogether unnecessary, and therefore all danger of cutting the upper leathers is avoided.

It is intended that both heels and soles shall be dressed in the vices before being put on the boots or shoes. The metal vices are also intended to be used for the final finishing.

7. Description of the boot and shoe rest:—The iron or brass rest for supporting the boots or shoes in the finishers will consist of a forked lever, whose arms are of unequal lengths; the boot or shoe rests on the short arm when it is intended to dress off, rasp, or otherwise finish the edges of the soles; but on the long arm, to finish off the toes. The rest is made adjustable to work on a screw-bolt, the bolt fitting into the finisher, as shown on figure 4; to secure the rest in the position required, it is screwed up tight by the lever-nut. The extremities of the arms are curved to fit the shape of the boot or shoe.

This is the specification referred to in the annexed Letters of Registration, granted to James Vickery this thirty-first day of July, 1866.

JOHN YOUNG.

REPORT.

Sydney, 22 June, 1866.

SIR,

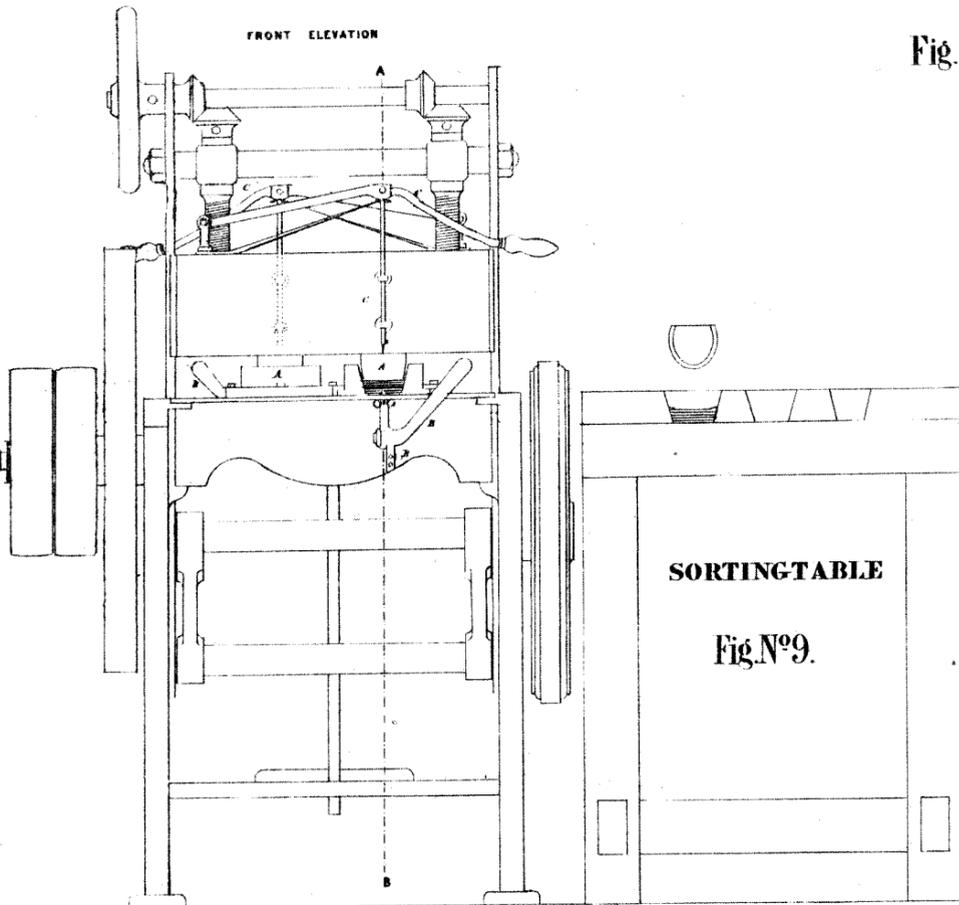
Having examined the application of the Petitioner, we have the honor to state, for the information of the Honorable the Colonial Secretary, that we see no reason why Letters of Registration should not be granted to Mr. James Vickery, as assignee of Albert Delfoss, "For inventions or improvements in machinery for the manufacture and in the mode of manufacturing boots and shoes."

THE PRINCIPAL
UNDER SECRETARY.

We have, &c.,
EDWARD BELL.
E. O. MORIARTY.

[Drawings—one sheet.]

Fig. N°7
Eccentric Press.



IMPROVEMENTS IN THE MANUFACTURE OF BOOTS & SHOES

Fig. N°8. Eccentric Press.

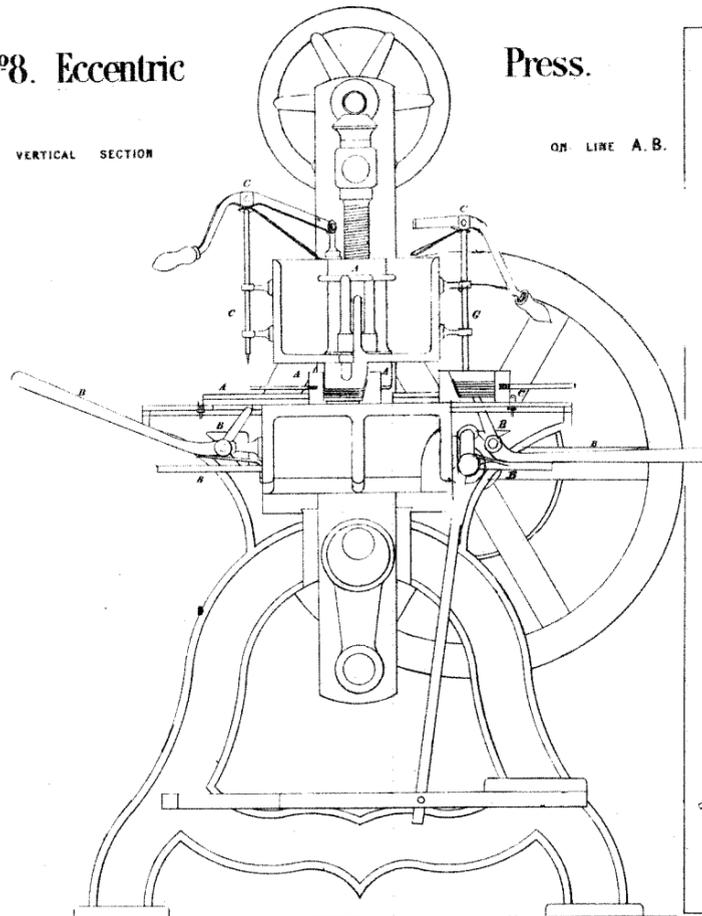


Fig. N°4
BOOT & SHOE FINISHERS

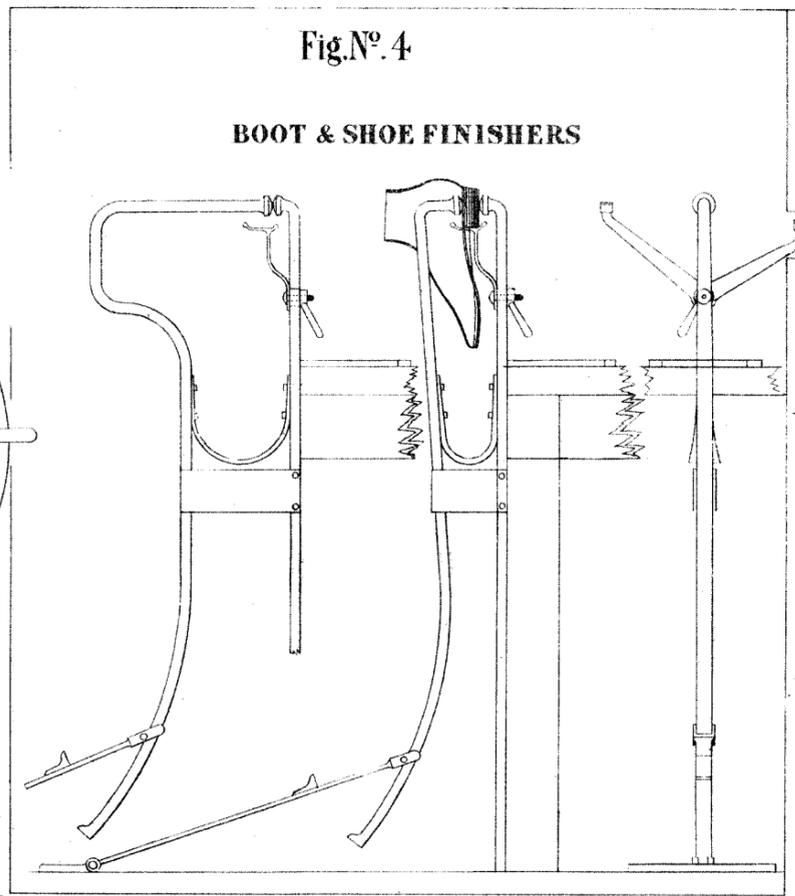
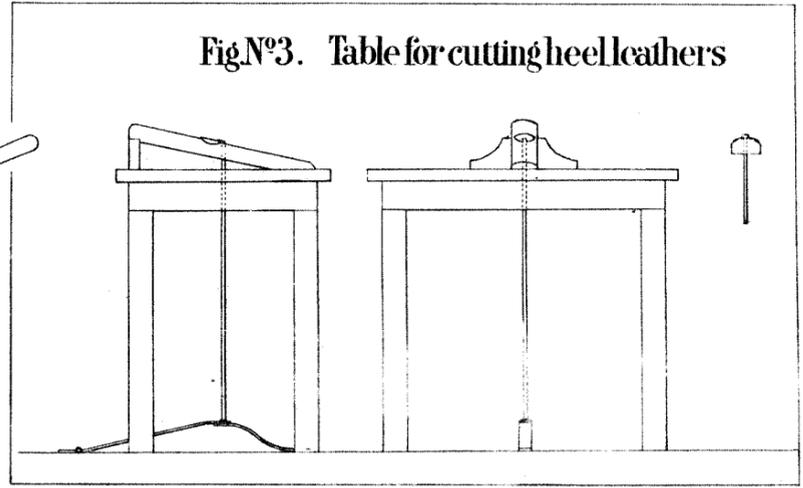
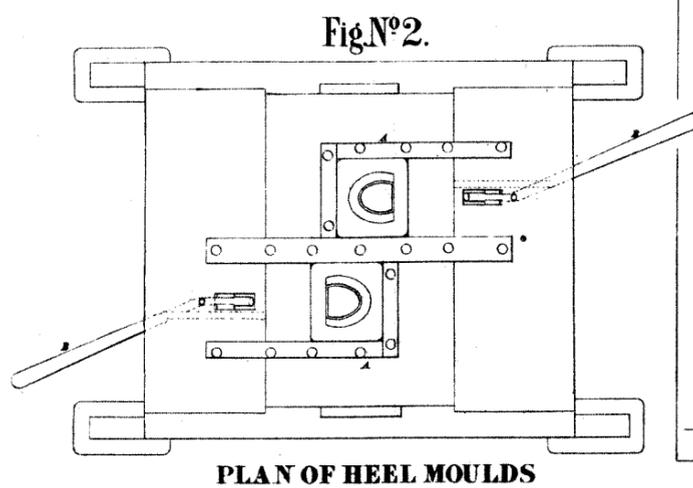
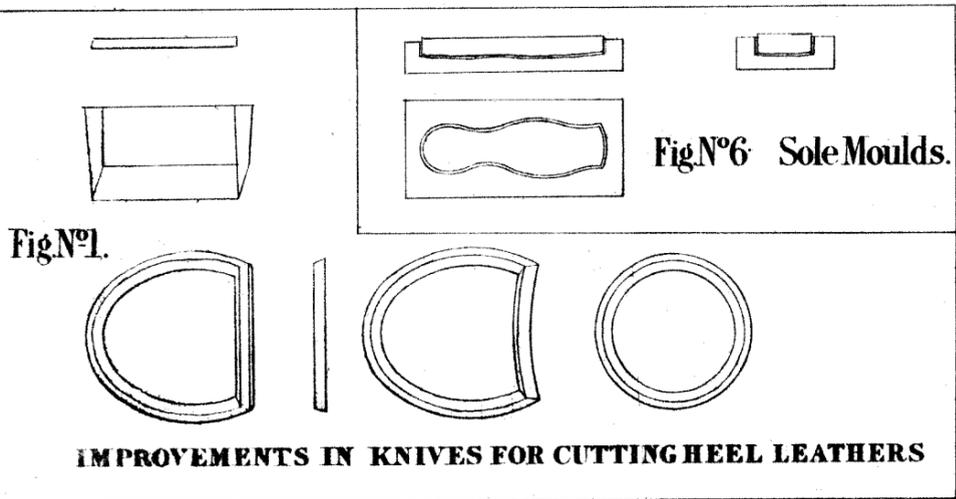
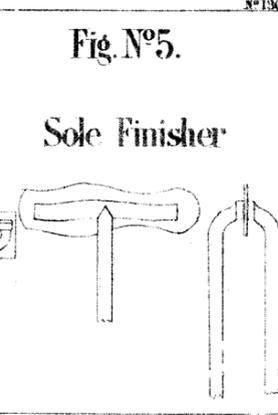


Fig. N°5
Sole Finisher



This is the Paper of Drawings referred to in the
announced Letters of Registration granted to
James Vickers this Thirtieth day of July 1866



A.D. 1866, 15th August. No. 131.

**IMPROVEMENTS IN THE CONSTRUCTION OF MACHINES FOR DRESSING
AND CLEANSING ORES, &c.**

LETTERS OF REGISTRATION to Samuel Levy Bensusan, for Improvements
in the construction of Machines for dressing and cleansing Ores, &c.

[Registered on the 17th day of August, A.D. 1866, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SIR JOHN YOUNG, Baronet, Knight Commander of the Most Honorable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Captain-General and Governor-in-Chief of the Colony of New South Wales.

• TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS SAMUEL LEVY BENSUSAN, of Sydney, in the Colony of New South Wales, merchant, hath by his Petition humbly represented to me that he is the agent of Newell Vicary Squarey, of Sydney aforesaid, who is the author or designer of a certain invention or improvement in manufactures, that is to say, of an "Invention of certain improvements in the construction of machines for dressing and cleansing ores," and separating the heavier portion from the lighter by the combination and joint use of two parts previously in use, and by means of the employment of a constant stream of water for cleansing the ore and clearing the machine, and by a new process of skimming it, which is more particularly described in the specification, marked A, and the papers of drawings, marked B and C respectively, which are hereunto annexed ; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four, and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years : And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said Samuel Levy Bensusan, as such agent as aforesaid, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said Samuel Levy Bensusan, as such agent as aforesaid, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years

Improvements in the construction of Machines for dressing and cleansing Ores.

years from the date of these presents, next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Samuel Levy Bensusan, as such agent as aforesaid, shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this fifteenth day of August, in the year of our Lord one thousand eight hundred and sixty-six.

(L.S.)

JOHN YOUNG.

A.

SPECIFICATION.

Bridge-street, Sydney,
12th February, 1866.

I CLAIM to be the author of a certain invention in the arts and manufactures, that is to say,—

For certain improvements in the construction of machines for dressing and cleaning ores, and separating the heavier portions from the lighter, by the combination and joint use of two machines, and by means of the employment of a constant stream of water for cleaning the ores, and clearing the machine, and by a new process of skimming it.

REFERENCE TO PLATES.

Plate 1.

A—Sketch of a table of iron or wood, having any required inclination, on the upper part of which the ore to be dressed is placed.

B—Wheels, as shown in side view, carrying a series of knives or rakes, C, which are drawn up the table, the knives being at an angle with the table. The ore is turned over, and removed further across the table at each stroke of the knife or rake. A continuous stream of water, passing down the table, washes away the lighter portions of the substances dressed into a machine, shown in plate 2; the heavier portion, having by each successive stroke been brought nearer to the side, is at length driven off the table into a cistern ready to receive it.

D, E, and F—Wheels and catches for elevating the knives.

G—Iron framework, in which the wheels travel.

H—Iron framework of machine.

Plate 2.

J represents table, as shown in plate 1.

K—table to convey the waste down into the jiggling hatches, LL.

LL—Jiggling hatches, into which a constant stream of water and waste ore is falling from the machine A.

MM—Troughs for conveying away the lighter portions of the ore not saved in LL.

NN—Tanks for catching the light and slime ore.

O—Plunger.

P—Power for driving the machine.

NEWELL VICARY SQUAREY.

By his irrevocable Attorney and sole Agent,

S. L. BENSUSAN.

This is the specification A, referred to in the annexed Letters of Registration, granted to Samuel Levy Bensusan this fifteenth day of August, 1866.

JOHN YOUNG.

REPORT.

Sydney, 23 June, 1866.

SIR,

In compliance with your request we have examined the application of Mr. S. L. Bensusan, for Letters of Registration for "Improvements in the construction of machines for dressing and cleaning ores." We have also obtained further explanations thereon from Mr. Bensusan, and we have now the honor to report that we see no objection to Letters of Registration being granted, as desired.

The delay in making this report has arisen from the necessity of seeing Mr. Bensusan on the subject, and from his absence from Sydney.

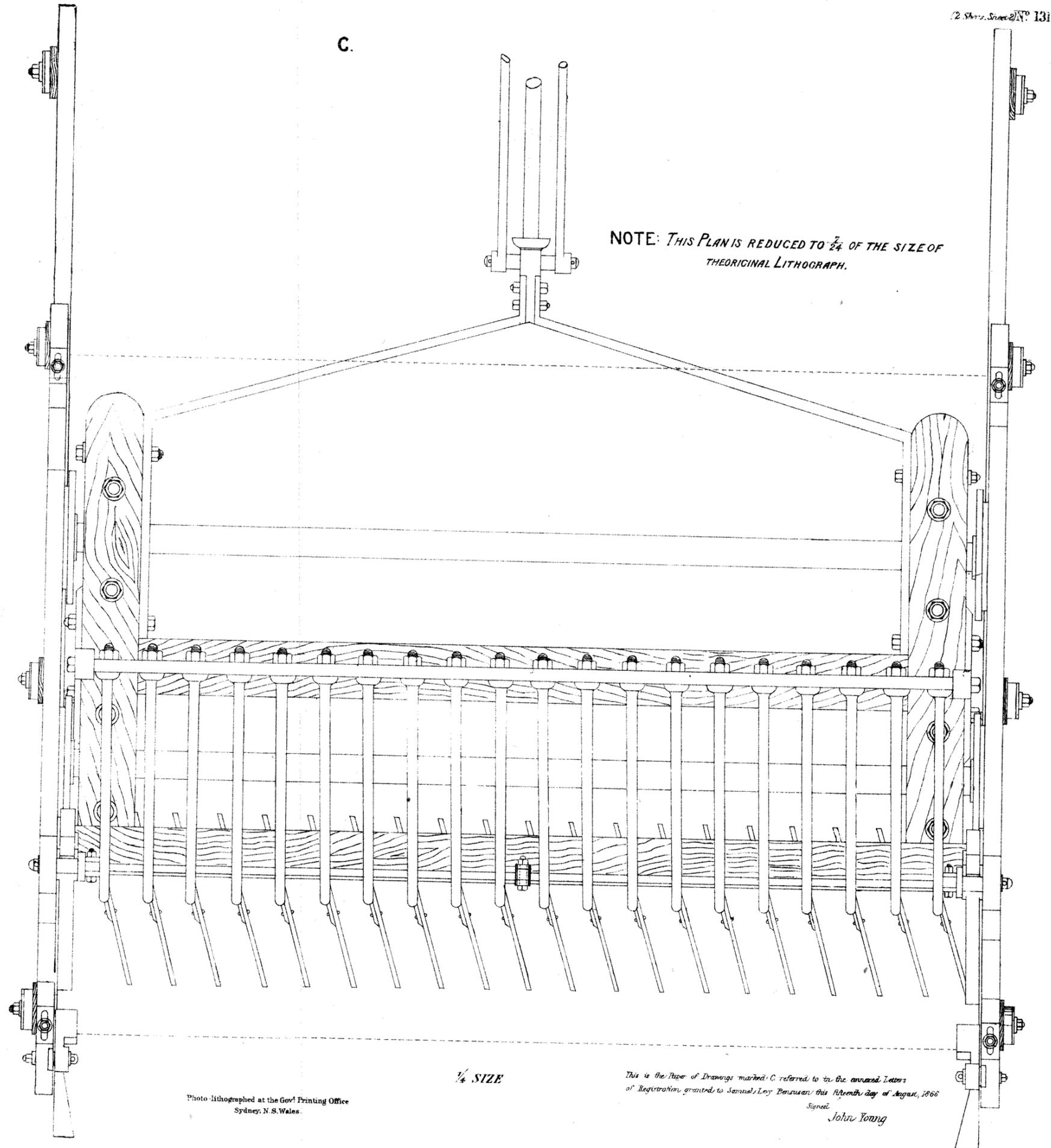
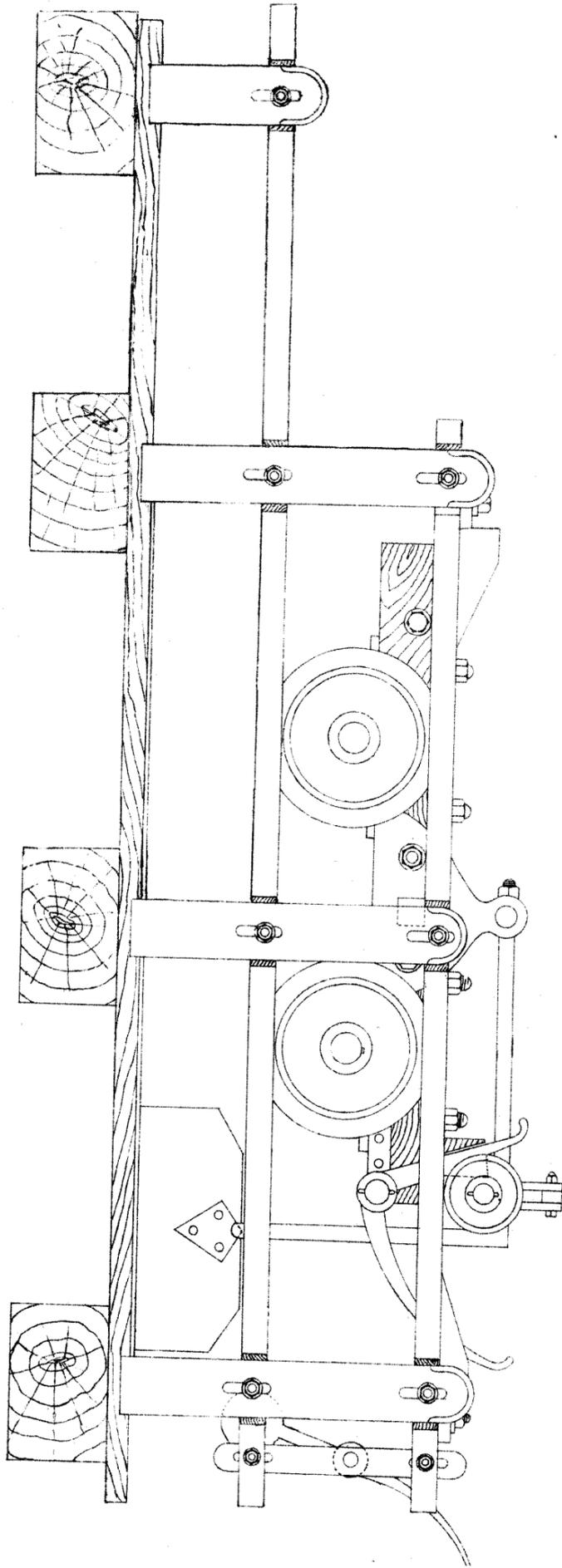
We have, &c.,

J. SMITH.

JOHN WHITTON.

THE HONORABLE
THE COLONIAL SECRETARY.

[Drawings—two sheets.]



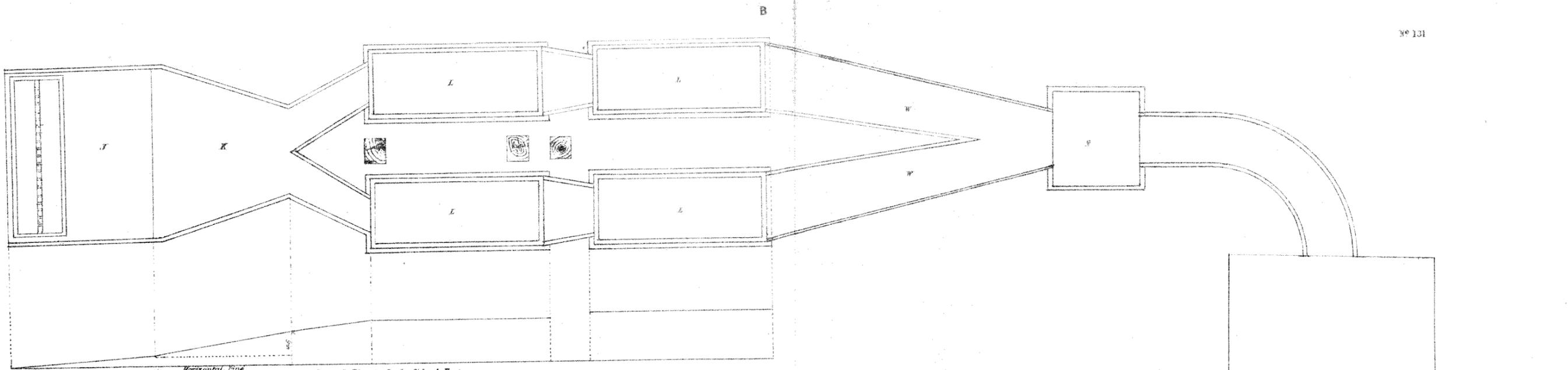
NOTE: THIS PLAN IS REDUCED TO $\frac{1}{4}$ OF THE SIZE OF THE ORIGINAL LITHOGRAPH.

$\frac{1}{4}$ SIZE

Photo-lithographed at the Govt Printing Office
Sydney, N. S. Wales.

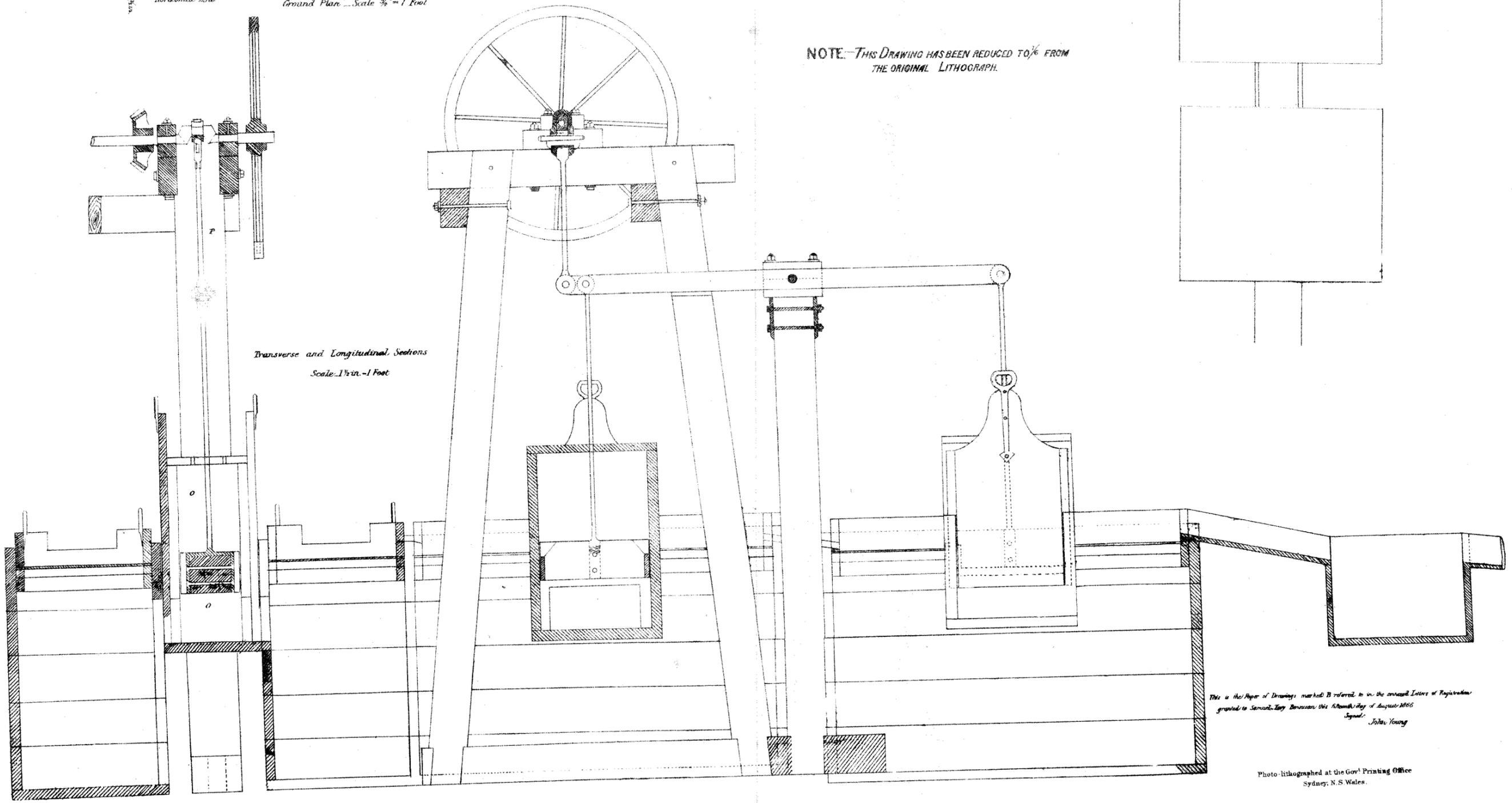
This is the Paper of Drawings marked C referred to in the enclosed Letters
of Registration granted to Samuel Loy Benson on the 15th day of August, 1866

Signed
John Young

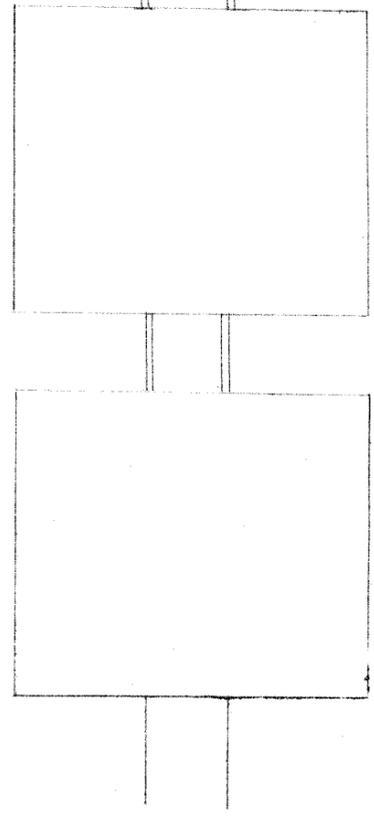


Ground Plan...Scale 3/8" = 1 Foot

NOTE: THIS DRAWING HAS BEEN REDUCED TO 1/6 FROM THE ORIGINAL LITHOGRAPH.



Transverse and Longitudinal Sections Scale 1 1/2" = 1 Foot



This is the Paper of Drawings marked B referred to in the enclosed Letters of Registration granted to Samuel Bay Bousquet this 14th day of August 1866 Signed John Young



A.D. 1866, 20th August. No. 132.

IMPROVEMENTS IN MACHINERY EMPLOYED WHEN GETTING COAL, &c.

LETTERS OF REGISTRATION to James Grafton Jones, for Improvements in Machinery employed when getting coal, stone, and other minerals, and in machinery for condensing or compressing atmospheric air.

[Registered on the 21st day of August, A.D. 1866, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SIR JOHN YOUNG, Baronet, Knight Commander of the Most Honorable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Captain General and Governor-in-Chief of the Colony of New South Wales.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS JAMES GRAFTON JONES, of the Blairston Ironworks, Monmouth, England, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, of an invention of "Improvements in machinery employed when getting coal, stone, and other minerals, and in machinery for condensing or compressing atmospheric air," which is more particularly described in the specification marked A, and the papers of drawings marked B and C respectively, all of which are hereunto annexed ; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four ; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years : And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said James Grafton Jones, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement for and during the term of fourteen years from the date hereof,—to have, hold, and



Improvements in Machinery employed when getting Coal, &c.

and exercise unto the said James Grafton Jones, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said James Grafton Jones shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this twentieth day of August, in the year of our Lord one thousand eight hundred and sixty-six.

(L.S.)

JOHN YOUNG.

(A.)

TO ALL TO WHOM THESE PRESENTS SHALL COME:

BE it known, that I, James Grafton Jones, of the Blaina Ironworks, Monmouth, England, have invented or discovered certain new and useful improvements in machinery employed when getting coal, stone, and other minerals, and in machinery for condensing or compressing atmospheric air; and I, the said James Grafton Jones, do hereby declare the nature of the said invention, and in what manner the same is to be performed, to be particularly described and ascertained in and by the following statements thereof, that is to say:—

This invention has for its object improvements in machinery employed when getting coal, stone, and other mineral, and relates to that class of machine in which a pick or cutting tool, turning on an axis, is employed for cutting grooves in the coal or mineral, the machine being for this purpose caused to move progressively along a rail or tramway fixed in front of the face of the coal or mineral during the time that the cutting tool is at work.

The first improvement consists in mounting the axis of the pick, or it may be picks, on a cylinder, which is capable of being turned in suitable bearings, carried by the bed of a truck or carriage; on this carriage is also a compressed air-engine. The connecting rod of the engine, where it is attached to the piston, is arranged to turn, so that when the crank axis carrying the pick is turned to a different position in respect to the bed of the carriage, the connecting rod may follow the crank and at all times be in a position to work correctly therewith. On the cylinder, which carries the axis of the pick, there is a toothed wheel, which is driven by a pinion or screw on a shaft having on it a hand-wheel, by which the position and proper angle, at which the pick shall for a time work, can readily be adjusted. The point or cutting edge of the lever pick is caused to commence to cut at the back of a groove in the coal or mineral and move outwards, so that when a pick has completed a cut it shall be out of the groove, and require to be moved back into the groove before it makes its next cut; by this means lever picks will be less liable to be held in the grooves than heretofore, when the point or cutting edge penetrated more and more into the solid mass till it arrived at the end of its stroke.

In order to prevent the machine when at work from swerving or vibrating on the rail or tramway, and so injuring the way, I apply to the opposite end of the carriage to that which carries the axis of the pick a rolling weight or roller. This roller or weight runs on the rails and is formed with flanges to keep it correctly on the rails. The roller or rolling weight is connected with the under part of the carriage by a bar in a central position between the rails of the way on which the carriage runs. The end of this bar is securely fixed by screw-bolts and nuts to the under part of the carriage.

In some cases the pick or cutter is unable at one blow to complete its stroke; in order therefore to actuate the valves of the air-engine I employ a weight or instrument, capable of moving freely on a rod moving with the piston of the engine, in order that if the piston is not able to complete its stroke by reason of its not being able to force the cutter through the coal, the valve of the engine may be reversed by means of the weight or instrument from its momentum, continuing to move forward until it acts on the valve, and thus causes the piston of the engine to move back or perform its return stroke.

For the purpose of condensing atmospheric air the piston rod of a reciprocating steam cylinder is connected to, and works the piston of, the air-pump, the length of stroke of each piston being the same. The two cylinders (the steam cylinder and air-pump cylinder) are both fixed on the same bed-plate, by which they are readily retained true to each other. The two end covers of the two cylinders, where the stuffing-boxes are constructed, and through which the piston-rod works, are as close as may be together, simply allowing room to get at the two stuffing-boxes. The piston-rod does not pass through either of the covers at the other end of the two cylinders. The air-pump cylinder is contained in a trough or vessel, so that such cylinder may be constantly surrounded by cold water, continuously supplied to the trough or vessel. The relative diameters of the two cylinders will depend on the pressure of the steam used in the steam cylinder, and the pressure to which the air is desired to be compressed. The use of a fly-wheel and shaft are dispensed with, and the change of motion of the piston in the steam cylinder is obtained by tappets or spindles which pass through stuffing-boxes formed in the two end covers of the steam cylinder.

The tappet at each end of the steam cylinder is at its outer end pin jointed to the shorter end of a lever, which, by its other end, by means of a connecting rod, gives motion to a slide-valve. By this arrangement as the piston arrives nearly to the end of its stroke, it pushes out the spindle or tappet at that end of the cylinder, and the position of the slide-valve is quickly reversed. At each end of the air-pump cylinder are valve-boxes, in each of which is an induction and an eduction valve, which it is preferred should be circular spindle valves resting by their outer edges on rings of soft elastic matter as valve seats. A starting and stopping hand-lever is applied to one of the axes of the levers which work the slide-valve of the steam cylinder. The outlets of the two valve-boxes of the air-pump cylinder are connected together by a pipe, to which is connected the supply-pipe to the engines or machines worked by compressed air. When the

the

Improvements in Machinery employed when getting Coal, &c.

the engine or machines are necessarily distant from the air-pump, two, three, or more air vessels are employed in connection on the supply-main, and for this purpose cylinders or other forms of vessels are introduced at intervals along the supply-main or pipe, of such dimensions as may be desired and depending on the size and speed of working of the compressed air-engine or machine which is actuating the picks or instruments used in getting coal, or stone, or mineral; by these means the supply of compressed air to the engine or machine will be more advantageously made than when a long length of supply-pipe or main intervenes between the pumping machinery and the compressed air-engine, without such enlargements or air vessels or reservoirs.

On sheet 1 of the drawings hereunto annexed, I have shown a machine for cutting grooves in coal; in this machine each of the improvements above described are embodied. Figure 1 shows a longitudinal section, figure 2 a plan view, figure 3 a front end view, and figure 4 a back end view, of the machine. In each of these figures the same letters indicate similar parts. *a* is the bed of the truck or carriage mounted on wheels *bb*, which run on the rails of a tramway laid in front of the face of coal or mineral to be worked; at the fore end of the machine is a platform *c*, upon which the man working the machine is carried; in front of this platform are the heavy rollers, *dd*, which are for steadying the machine when at work, the axis of the rollers turns in a bearing *e*, carried by a bar that is bolted to the underside of the platform *c*. In order to move the machine forward along the rail or tramway, the axis of one pair of the wheels, *b*, has fixed upon it a bevelled-toothed wheel, *f*, into which a bevelled pinion, *f*¹, gears; on the axis, *f*², of this pinion is a hand-wheel, *f*³, by which the workman on the platform can turn the axis, and so turn the pair of wheels, *b*, and move forward the machine. The axis of each pair of wheels, *b*, has also upon it a bevelled wheel, *g*, into each of which a bevelled wheel, *g*¹, gears, the two wheels, *g*¹, are both fixed on the axis, *g*²; thus when one pair of wheels, *b*, is turned, the other pair is caused to turn with it, and so both pair of wheels assist in moving forward the machine. At the back end of the machine is the axis, *h*, of the pick or cutter. The form of cutter preferred to be employed is shown on a reduced scale at figure 5 (sheet 2), which shows the machine forming a groove in the coal or mineral to be worked. It is preferred to cause the machine to travel in the direction shown by the arrow in this figure; the cutter will then be caused to cut outwards and to finish its cut as it leaves the groove; the machine may, however, be caused to travel in the opposite direction. The pick is then arranged to cut further and further into the groove to the end of its stroke; when the machine is caused to travel in the direction shown by the arrow at figure 5, a guard is placed at the side of the platform, *c*, to protect the man working the machine from the pieces removed by the cutters. The bearings, *k*, in which the axis, *h*, turns, are carried by a cylinder, *k*¹; this cylinder turns in bearings, *k*², carried by the bed of the carriage; on the exterior of the cylinder is a toothed wheel into which gears a pinion carried by an axis, *l*, on which is a hand-wheel, *l*¹, so that by turning this hand-wheel the cylinder, *k*, can be turned round to bring the axis of the pick to any desired angle; on the hand-wheel is a disc having a number of holes formed through it as shown; these holes are made to allow of the hand-wheel being locked or prevented from rotating by a pin, *m*, being passed through one of them and into a hole in the framing of the machine. The cylinder, *n*, of the engine, which gives motion to the axis, *h*, is fixed to the bed of the carriage; the piston-rod, *o*, at its outer end, has a slot formed in it, through which a pin passes; this pin also passes through a hole in the end of an arm, *h*¹, fixed on the axis, *h*; thus, when the piston of the engine moves to and fro from one end of the cylinder to the other, an alternating rotary motion is communicated to the pick or cutter; *p* is the slide-valve for admitting compressed air or steam or other fluid to and from the opposite ends of the cylinder; this valve receives its motion by its rod, *p*¹, being connected to one arm of a lever, *r*, another arm of which lever is connected to a rod, *s*; a third arm, *r*¹, is for moving the valve by hand; the rod, *s*, passes through a stuffing-box in the end of the cylinder, and is received into the interior of the piston-rod, which is made hollow to receive it; on the rod is a weight, *s*¹, capable of sliding along it; on the rod are also two fixed collars, *s*² *s*³, against one of which, viz., the collar, *s*², the weight, *s*¹, strikes when the piston completes its motion in one direction, and the piston itself strikes against the other collar, *s*³, when it completes its motion in the opposite direction. In the position in which the valve is shown at figure 1, compressed air or steam is just being admitted to the cylinder to act on the larger area of the piston; the piston, in moving forward, gives motion, as above explained, to the pick, and causes it to make its stroke; if the piston is able to impart sufficient force to the pick to cause it to complete its stroke, then the weight, *s*¹ (which I prefer to be of lead, lined or bushed with brass), is carried forward with the piston and its end is caused to strike against the collar, *s*², of the rod, *s*, so pushing forward the rod, and consequently shifting the valve so that it will admit air or steam to the opposite end of the cylinder to cause the piston to make its return stroke; the weight, *s*¹, is then carried back with the piston by reason of the friction of its sides against the hollow piston-rod; as the piston comes to the end of its stroke it comes against the collar, *s*³, so pushing back the rod, *s*, and causing it again to shift the valve in order that the piston may make another forward stroke. If the piston, in its forward movement, is unable to make the pick complete its stroke, the weight, *s*¹, being carried forward with the piston, will, as soon as the piston ceases to move, be carried forward by its momentum and caused to strike against the collar, *s*², and so shift the valve that the piston may be moved back to make another forward stroke. It is not essential that the rod, upon which slides the weight or instrument which actuates the valve, should be contained within a hollow piston-rod, as this rod may be on the exterior of the engine. It is also not essential that the weight or instrument that acts on the valve of the engine should be carried on a bar; on the contrary, a weight or instrument on an axis put in motion by the piston of the engine may be used, such weight or instrument being arranged to continue its rotation by momentum after the piston has stopped. It is preferred that the engine which gives motion to the pick should be worked with compressed air when used in coal mines and other confined places, but steam may be employed in open places where the heat will not be an objection.

I will now proceed to describe the drawings of the apparatus for compressing or condensing atmospheric air. This apparatus is shown on sheet 2 of the drawings. Figure 1 shows a side elevation, and figure 2 a longitudinal section of an engine and air-pump, constructed and combined according to my invention. *aa* is the steam cylinder, having within it a piston, *a*¹, the piston-rod, *b*, of which gives motion to the piston, *c*¹, in the air-pump cylinder, *cc*; these two pistons are shown to be of nearly the same diameter, but the relative diameters of the pistons of the steam-cylinder and air-pump will be varied according to the requirements of each case. The air-pump cylinder is contained within the trough or cistern, *dd*, in order that it may be subjected to the action of cold water supplied to such trough or cistern. The air-pump cylinder has

Improvements in Machinery employed when getting Coal, &c.

has a valve-box, *ee*, at each end, connected together by a pipe, *ff*. In the arrangement shown, the two tappets, *gg*, are arranged to be, one actuated by the steam-cylinder piston *a'*, whilst the other is arranged to be acted on by the air-pump piston, *c'*, which is the arrangement preferred; but if desired, both tappets, *gg*, may be arranged to be acted on by the steam piston, *a'*, or both may be arranged to be acted on by the air-pump piston, *c'*. The tappets, *gg*, have a hand-lever, *g'*, by which the tappets may be moved when required, and such hand-lever, *g'*, gives motion to the slide-valve of a small steam-engine, *h*, by the rod, *i*, which at one end is pin-jointed to the lever, *g'*, and at the other end it is pin-jointed to the cranked lever, *i'*, which gives motion to the slide-valve of the small engine, *h*. The hand lever, *g'*, has also a stud on it, which works in slotted links connected to the end of the spindle or stem, *j*, of the slide-valve, *k*, of the steam-cylinder, *aa*, by which, in the event of the valve of the small steam-cylinder, *h*, not acting correctly, the slide-valve, *k*, of the engine, *aa*, will be moved by the hand-lever, *g'*. The piston of the small steam-cylinder, *h*, is on the spindle or stem of the slide-valve, *k*, and there are stops, *ll*, on the other end of the valve spindle which act against elastic packings in the standard, *m*.

In witness whereof I, the said James Grafton Jones, have hereunto set my hand and seal, this sixth day of February, in the year of our Lord one thousand eight hundred and sixty-six.

J. GRAFTON JONES.

This is the specification marked A, referred to in the annexed Letters of Registration, granted to James Grafton Jones this twentieth day of August, 1866.

JOHN YOUNG.

REPORT.

Department of Public Works,
Sydney, 13 July, 1866.

SIR,

Having examined and considered the application of Mr. James Grafton Jones, for Letters of Registration for "New and useful improvements in machinery employed when getting coal, stone, and other minerals, and in machinery for condensing or compressing atmospheric air,"—We have now the honor to report, for the information of the Honorable the Colonial Secretary, that we see no objection to the protection sought for being granted.

THE UNDER SECRETARY
FOR PUBLIC WORKS.

We have, &c.,
JOHN WHITTON.
E. O. MORIARTY.

[Drawings—two sheets.]

Fig: 1

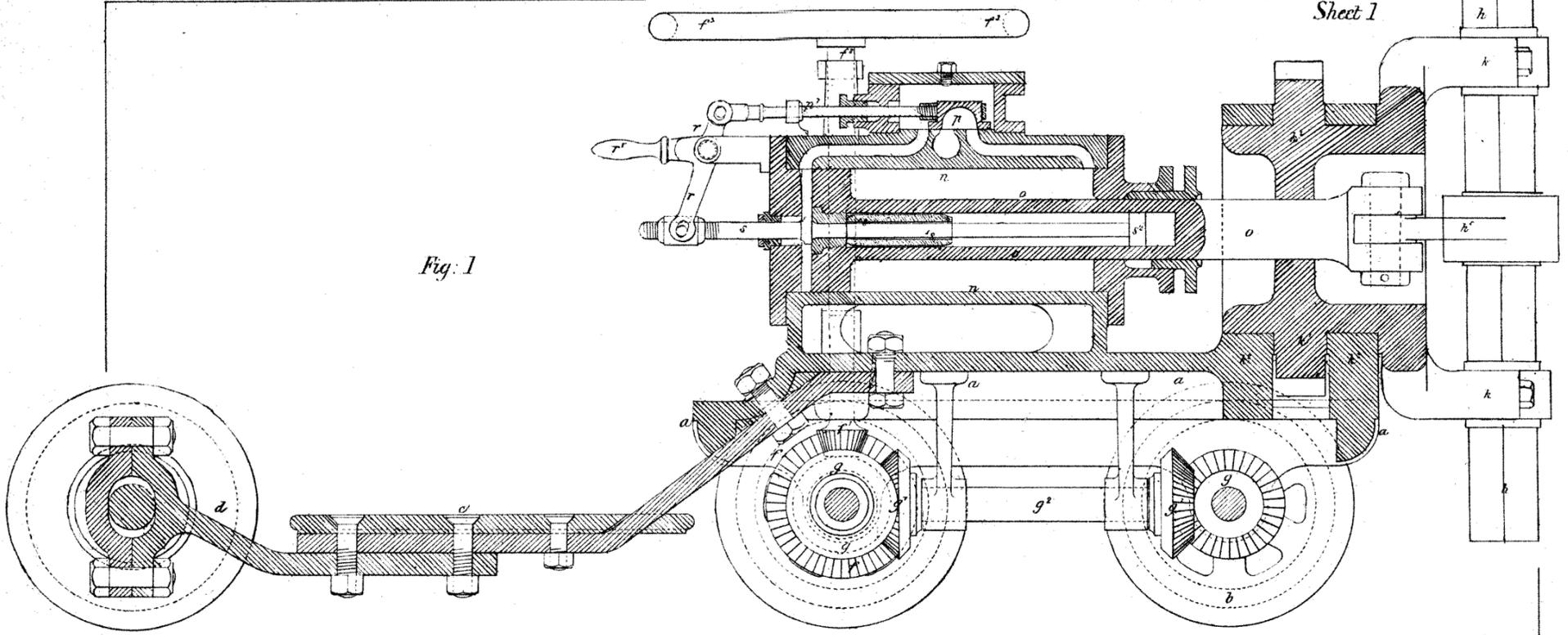


Fig: 2

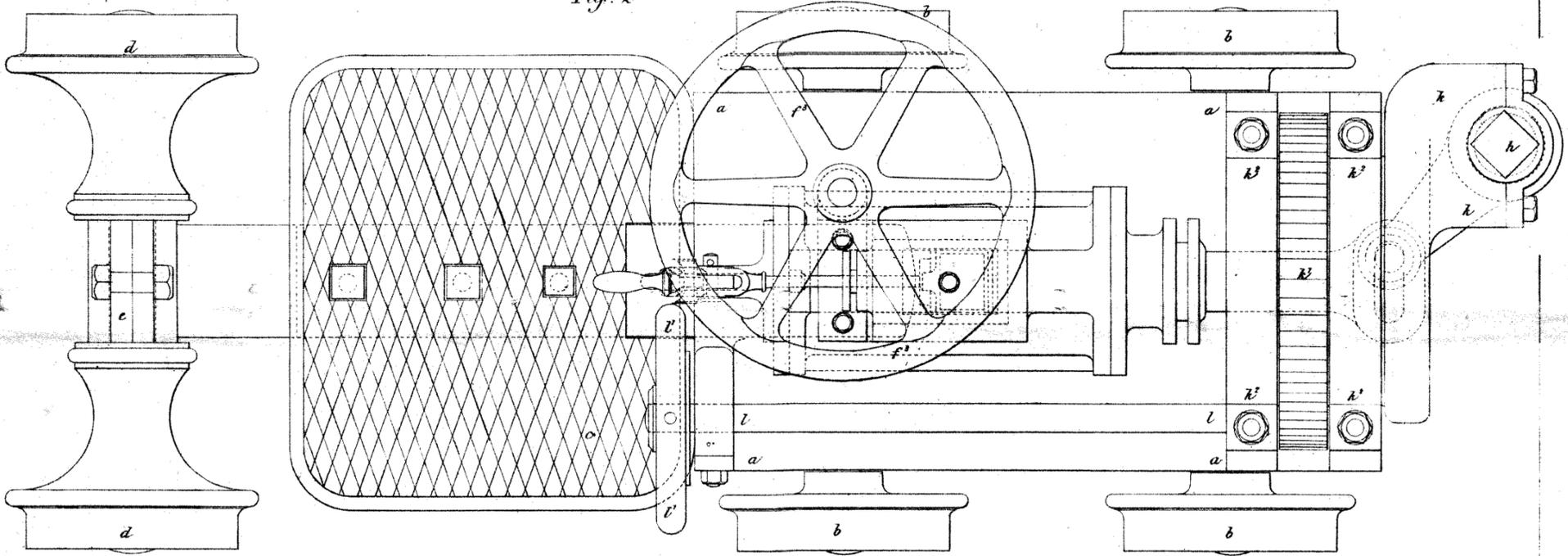


Fig: 3

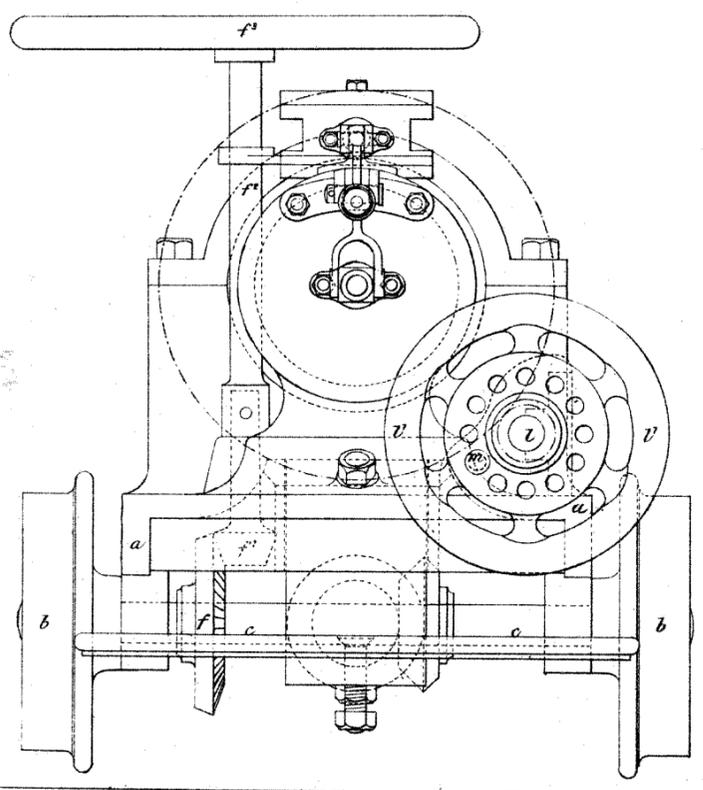
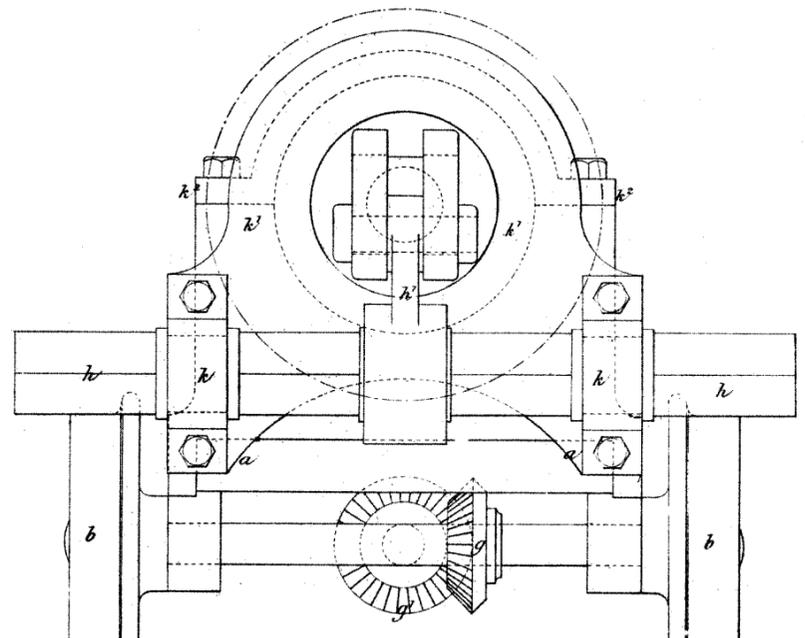


Fig: 4



This is the Copy of Drawings marked B referred to in the annexed Letters of Registration granted to James Grafton-Jones this twentieth day of August 1866

(Signed) John Young

C.

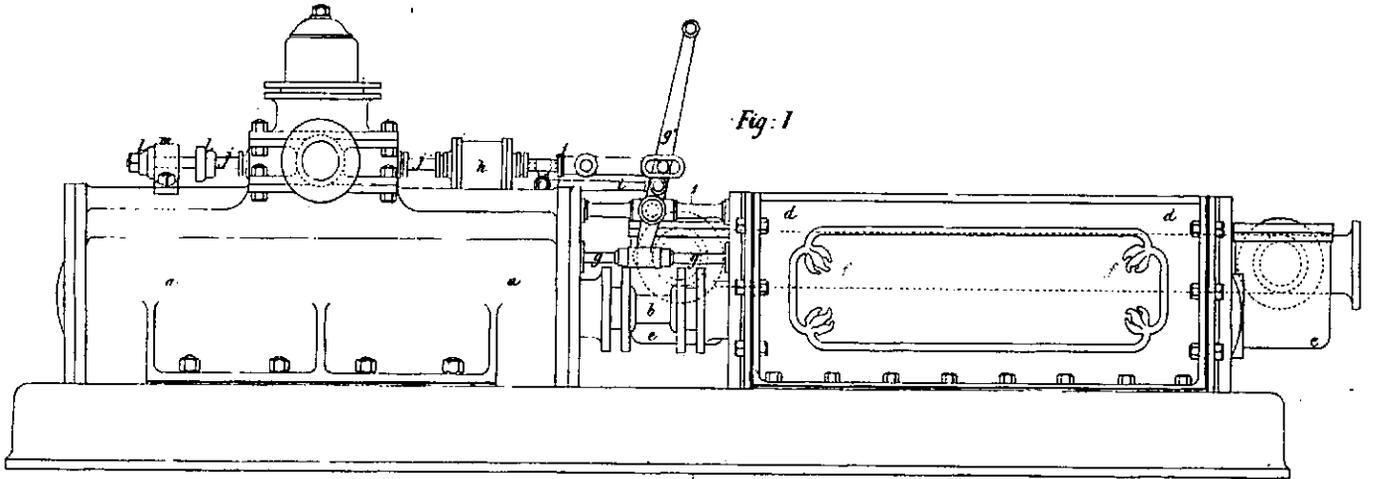


Fig. 1

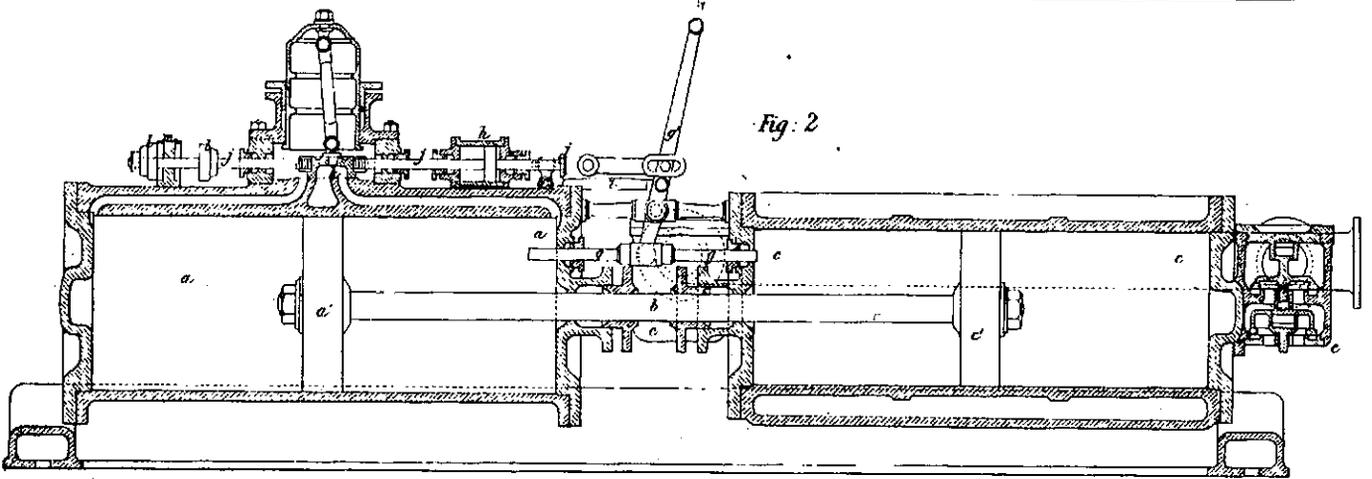


Fig. 2

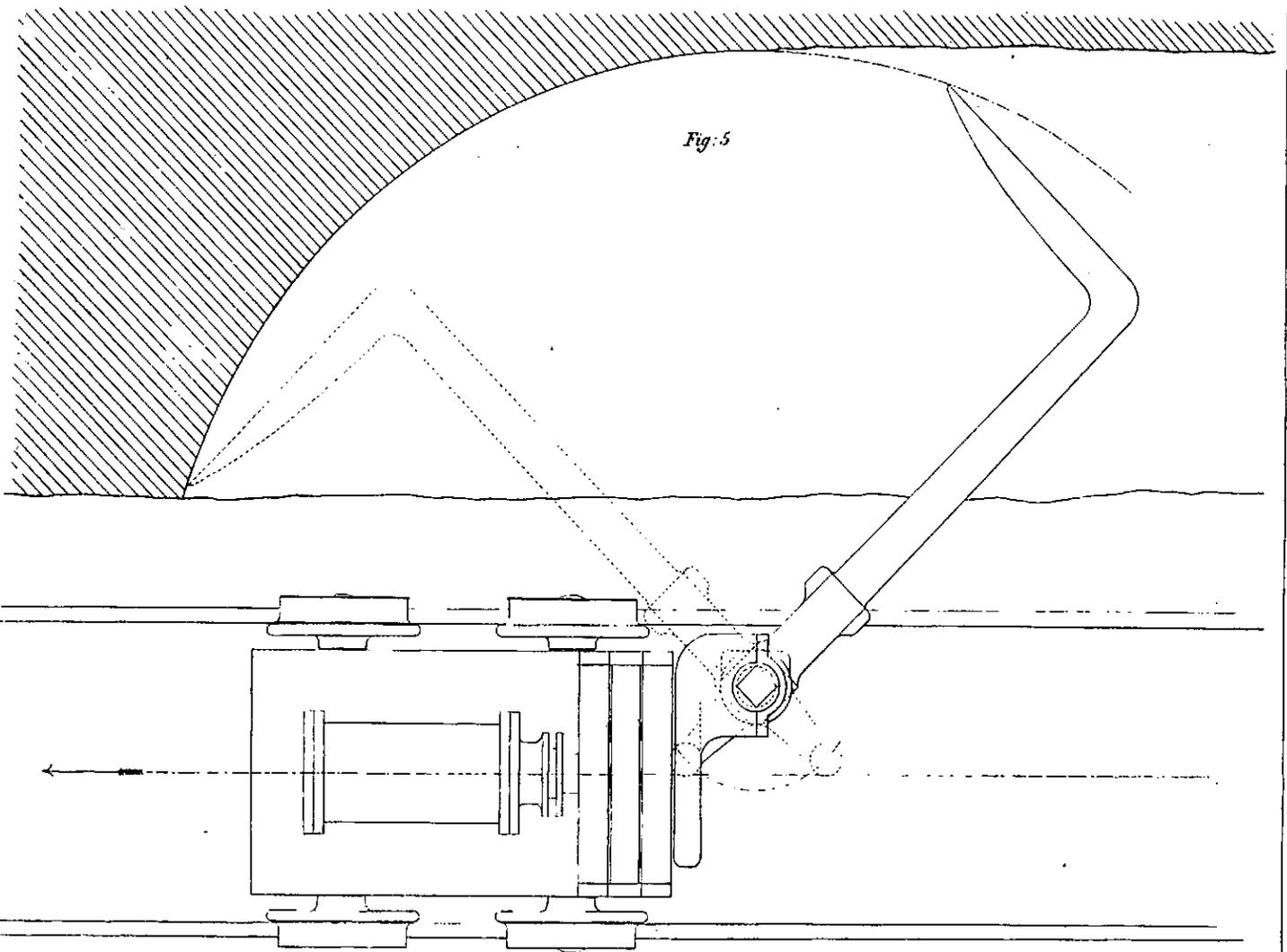


Fig. 5

This is the type of Demings' machine, C, referred to in the aforesaid Letters of Registration, granted to James Graham Jones this twentieth day of August 1866.
 (Signed) John Young



A.D. 1866, 20th August. No. 133.

SMOKE-CONSUMING FURNACE.

LETTERS OF REGISTRATION to Edward Carr Fortescue, for an Invention of a Smoke-consuming Furnace.

[Registered on the 21st day of August, A.D. 1866, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SIR JOHN YOUNG, Baronet, Knight Commander of the Most Honorable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Captain General and Governor-in-Chief of the Colony of New South Wales.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting:

WHEREAS EDWARD CARR FORTESCUE, of the Glebe Road, near Sydney, in the Colony of New South Wales, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, of an invention of "A smoke-consuming furnace," which is more particularly described in the specification and paper of drawings, which are hereunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said Edward Carr Fortescue, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said Edward Carr

Smoke-consuming Furnace.

Carr Fortescue, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Edward Carr Fortescue shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this twentieth day of August, in the year of our Lord one thousand eight hundred and sixty-six.

(L.S.)

JOHN YOUNG.

SPECIFICATION.

THE principle upon which the smoke-consuming furnace is made, will be seen in those parts of the plan marked A and B. The part marked A consists in two inner half doors divided horizontally, the upper half perforated to admit air; the said door can be opened or closed, as may be found necessary, to regulate the quantity of air.

That part marked B consists of a stout iron plate (half the size of the end of the furnace), called the smoke plate; when the fire is lighted, the air entering through door A forces the smoke through the fire under the smoke plate B, and is consumed.

EDWARD CARR FORTESCUE.

P.S.—I claim as my invention the particular arrangement of doors and the smoke plate, as shown in the plan.

EDWARD CARR FORTESCUE.

This is the specification referred to in the annexed Letters of Registration, granted to Edward Carr Fortescue this twentieth day of August, 1866.

JOHN YOUNG.

REPORT.

Sydney, 22 June, 1866.

SIR,

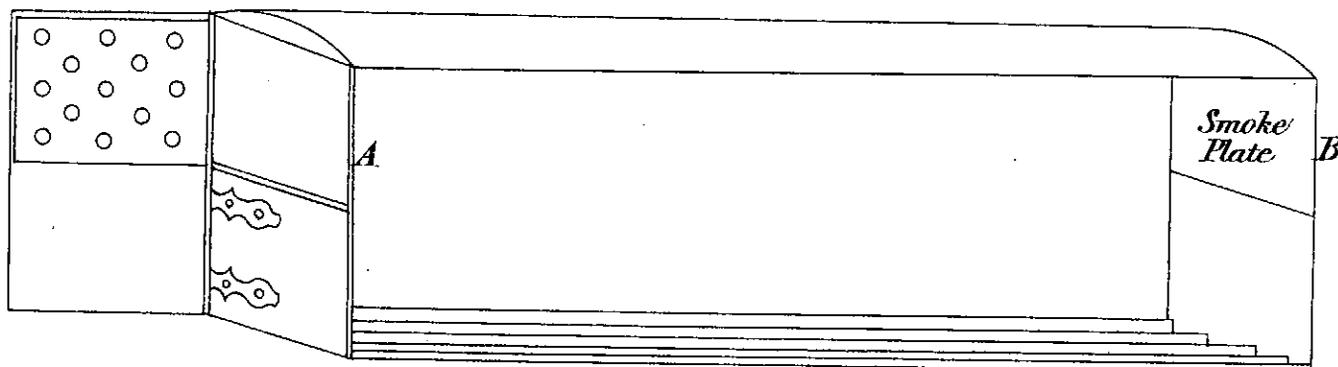
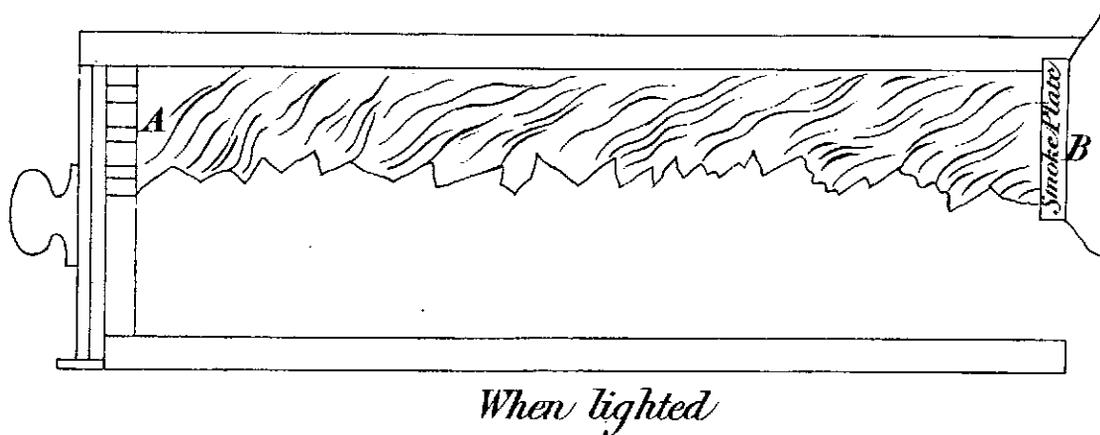
In compliance with your request, we have examined the specification of Mr. Edd. Carr Fortescue, for "A smoke-consuming furnace." We have also had further explanations from Mr. Fortescue himself, and we have now the honor to report that we see no objection to Letters of Registration being granted, as desired.

We have, &c.,

THE HONORABLE
THE COLONIAL SECRETARY.

J. SMITH.
JAMES BARNET,
Col. Archt.

COPY



Plan of Furnace for consuming Smoke

This is the Paper of Drawings referred to in the annexed Letters of Registration granted to Edward Carr Fortescue this twentieth day of August 1866

Signed:

John Young



A.D. 1866, 22nd August. No. 134.

IMPROVEMENTS IN DISTILLING APPARATUS.

LETTERS OF REGISTRATION to John Ambrose Coffey, for Improvements in Distilling Apparatus.

[Registered on the 24th day of August, A.D. 1866, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SIR JOHN YOUNG, Baronet, Knight Commander of the Most Honorable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Captain General and Governor-in-Chief of the Colony of New South Wales.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting:

WHEREAS JOHN AMBROSE COFFEY, of 17, Gracechurch-street, in the City of London, England, consulting engineer, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, of an invention of improvements in "Distilling apparatus," which is more particularly described in the specification and the paper of drawings hereunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said John Ambrose Coffey, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said John Ambrose Coffey, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said John Ambrose Coffey shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this twenty-second day of August, in the year of our Lord one thousand eight hundred and sixty-six.

(L.S.)

JOHN YOUNG.

Improvements in Distilling Apparatus.

TO ALL TO WHOM THESE PRESENTS SHALL COME :

BE it known that I, John Ambrose Coffey, of 17, Gracechurch-street, in the City of London, England, consulting engineer, have invented or discovered new and useful "Improvements in distilling apparatus," and I, the said John Ambrose Coffey, do hereby declare the nature of the said invention, and in what manner the same is to be performed to be particularly described and ascertained in and by the following statement thereof, that is to say:—The object and purpose of my said invention is to improve the construction and arrangement of distilling apparatus for effecting what is known as fractional distillation in such manner that in one and the same apparatus (when supplied with the substance or substances or thing to be distilled) different products or different qualities of the same product or products arising at different stages of distillation may be drawn off at given points of the apparatus, and this without interfering with the progress of distillation, or the arrangement of the apparatus for any other product or products at any other stage or stages, whereby I am enabled to effect fractional distillation in a safe and continuous manner in one and the same apparatus; and such my invention is specially applicable and valuable in the distillation of petroleum, which consists of several volatile oils and unctuous substances differing in degrees of volatility, and which, for certain purposes to which they are applied, are required to be more or less separated from each other, and from a substance of the nature of pitch.

In the usual mode of conducting the distillation of petroleum it is put into an ordinary still, to which the heat of a fire is applied; and when the temperature of the liquid in the still rises to about 180° Fahrenheit, a volatile oil or spirit comes over, this being the most volatile constituent of the petroleum, or that which has the lowest point of boiling; and as the distillation proceeds the temperature at which the distillation occurs gradually rises, and distilled products are obtained which are less and less volatile, until at last it reaches 500° or 600°, or more, at which the least volatile products are those having the highest boiling points are obtained, but when these heavy oils, as they are called, have been brought over by the application of a high temperature, there remains a residue of which tar, or pitch, or coke in the still, which must be removed before a fresh portion of the petroleum can be operated upon.

Now my invention provides efficient means by which the distillation can be continued without the interruption caused by the removal of the residual tar, pitch, and coke from the still, and by which the several fractional products can be obtained simultaneously and continuously. The apparatus and arrangement by which I obtain these results are also applicable and valuable in the distillation of other substances besides petroleum, where several products are required to be obtained by what is called fractional distillation. As regards the nature of my said invention, whereby I effectuate the objects and purposes aforesaid, I have a boiler provided with a furnace or fire to heat the same, or (in lieu thereof) I can adopt gas or other heat generator, and if it be desired to provide for the conduct of the process of distillation, with extreme regard to safety from explosion, I can place the furnace or fire in a field or open ground at a distance, and convey the heat through pipes or ducts to the apparatus. For keeping up the supply of the crude or raw material or thing to be distilled, I make use of a tank or reservoir placed at such altitude and position that the crude material to be distilled may, upon acting upon a stop-cock or valve, descend by its own gravity into a coil in the boiler, or it may be conveyed to be circulating, operating, or be operated upon in the apparatus, when it is so arranged. This coil I either pass through a pyrometer of great accuracy, or I use such a pyrometer in connexion with the said coil in the manner shown by the drawing and hereafter described in reference thereto. By the means of the pyrometer so placed in connexion as aforesaid, I am enabled to "read off" the exact degree of heat in the boiler with readiness and precision. From or near the pyrometer the coil is produced or continued, and passes into a continuous fractional distilling chamber, or system of chambers, in direct communication with the boiler. This chamber, or system of chambers, is made up of an arrangement of trays or partitions, in which the coil laid flat thereon is supported. The coil is continued from one tray or partition to another tray or partition, throughout the whole series or system, till it reaches the topmost, and there it discharges its contents, and as each tray or compartment is in communication with the one beneath by means of a duct in the centre or other part thereof, should there be any accumulation of residuary material or substance not volatilized, and passing off by the still-head, it will pass on to the trays or partitions in succession, and either be evaporated or volatilized on the partitions or partition of some or one of them, or finally pass into the boiler. Waste material or residuum is discharged from the boiler by a waste pipe or syphon. It should be observed that the material undergoing distillation is contained not only inside the coil but outside it also. The volatilized material or spirit, not drawn off at intermediate points, passes off by the still-head to the refrigerator or condenser, and from each of the sections or chambers between the trays or partitions aforesaid. I have a pipe carried into the lower part of the refrigerator or condenser or other suitable receptacle for condensing or refrigeration, and this pipe is coiled therein and surrounded with water or cooling liquid, by which means I can draw off different products or qualities at each of the stages of the said sections, thus effecting continuous fractional distillation.

That the details of my apparatus may be readily understood, I have annexed to this specification a sheet of drawings.

DESCRIPTION OF THE DRAWINGS.

Figure 1 is a sectional elevation of the apparatus. A, denotes the boiler with furnace or fire beneath; the same A¹, stirrer or agitator to be used therein.

Figure 2 shewing a plan view thereof. B, pipe conveying crude material into a coil C in the boiler. The material either descending by its own gravity as aforesaid, or being forced by means of an ordinary force-pump, as shown in the drawing. D, pyrometer, one end of which is in the boiler, the dial being outside thereof. E, distilling chamber or system of chambers proceeding from the top of the boiler; a denotes the coil pipes, and b small pipes for discharging refuse from one tray to another. F, denoting the trays or partitions on which a flat part of the coil is supported. The section of this part of the coil being shown by the small circles. G, the still-head. H, pipe leading to a refrigerator or condenser, which is dischargeable at the point H¹. I, another condenser or refrigerator. K, denotes pipes for the distilling chambers or compartments leading to condensing worms in connection with said pipes K; the said worms being

Improvements in Distilling Apparatus.

being situate in the condenser or refrigerator I aforesaid, and being surrounded with cold water or cooling media. L, drawing-off pipes with stop-cocks. M, pipe proceeding from the bottom of the boiler, the crude stuff or material therein rising in the upright transparent portion thereof, so as to show the level thereof in the boiler. Figure 2, horizontal section or plan on line GH of boiler (Figure 1). Figure 3, plan or horizontal section on line EF of figure 1. Figure 4, plan or horizontal section on line CD of figure 1. Figure 5, plan or horizontal section on line AB of figure 1. If it should be thought desirable the following modifications may be adopted for the distillation of petroleum or other such like substances:— I have a boiler or heating bath charged with some of the least volatile of the heavy oils, obtained in the distillation of petroleum; or, in place of this, it may contain a fusible salt or metal, or any substance which remains liquid at the temperature required to be applied. In the distillation of petroleum the temperature will be between 500° and 600° Fahrenheit. In the boiler or heating bath, and suspended a few inches from the bottom, there is a coil of iron pipe, which by an extension communicates with a force-pump and a tank, and another extension of it passes through the distilling chambers. The distilling chambers, which are most conveniently and economically made of cast-iron, are all similarly formed, and upon each there is a channel through which the liquid to be distilled runs in a zig-zag direction, and the said extension of pipe produced lies in the bottom of this channel, and after running the entire length of it passes upwards to another, and thus through the whole series. The liquid running through the channel passes through an opening and a tube into the chamber beneath, where it enters below the surface of the liquid there, and it thus passes through the whole series of chambers, or through any number of chambers that may be required. In each of these chambers there is a ledge projecting from the sides, a few inches above the surface of the liquid contained in the zig-zag channel, and any condensed vapour collected in the groove formed by the ledge passes together with uncondensed vapour into a pipe communicating with a refrigerator. The extension pipe, after passing through the channels of the distilling chambers, which are those nearest to the boiler or heating bath, passes into the uppermost chamber of the series, and here it discharges its contents into the zig-zag channel of that chamber; and the liquid thus discharged, after running through the channels, or heating chambers (or such others as may be made to correspond with these), passes through a pipe into the tank. The crude liquid to be distilled is contained in another tank, and is allowed to run by its own gravity through the pipe which passes to, and lies in the channels of, the upper or heating chambers, and it is then discharged into the zig-zag channels of the distilling chambers below, where it undergoes distillation. The boiler or heating bath is to be charged with the liquid which is to be the medium for communicating heat to the heating pipe, and this being heated by the furnace to a temperature of 550° or 600°, the liquid contained in the first-mentioned tank is to be sent by means of a force-pump through the coil in the boiler, where it will become heated also through the heating pipes in the distilling chambers, until after passing through the open channels in which the flat coils are placed in the upper or heating chambers it is finally conveyed back into the tank to be used over again. This liquid serves as a carrier of heat to the distilling chambers and to the heating chambers. It passes into the lowest of these chambers at its highest temperature, and losing heat as it travels onwards it enters each succeeding chamber at a lower temperature than that at which it entered the preceding one; when it has thus been reduced to a temperature at which it is no longer capable of volatilizing any of the constituents of the petroleum, it should be made to pass into the heating chambers, and be transferred there to the open channels, where its remaining heat will serve to heat the petroleum running from the tank through the pipe. This petroleum thus heated will enter the zig-zag channels of the distilling chambers, where by contact with the hot pipe it will give off its most volatile parts, which will pass through the tube to the refrigerator. After passing over the whole length of the hot pipe lying on the zig-zag channel of the upper distilling chamber, that which remains of the petroleum will pass through the tube into the chamber beneath, where it will be subjected to the action of a higher temperature, and will give off such of its constituents as volatilize at this temperature, which as in the previous instance will pass to the condenser of this chamber, and will constitute the second fractional product of the process. In this way the petroleum will pass from chamber to chamber and be exposed to a gradually increased temperature as it proceeds, until it is so far deprived of its volatile parts that it may be allowed to escape into a suitable receptacle in the form of thick tar or fluid pitch. The number of chambers to be used as distilling chambers and as heating chambers, and the rapidity with which the liquid from the tank is made to circulate through the coil and the heating pipe, as well as the quantity of liquid passing from the tank, must be so adjusted that the lowest distilling chamber shall have a temperature of not less than 500°, and the highest distilling chamber a temperature of not less than 190°. In the distillation of other liquids besides petroleum, it may be necessary to vary the arrangement so that the upper distilling chamber shall have the temperature required for the volatilization of the most volatile constituents, and the lowest the temperature required for volatilizing the least volatile of the required products, and these results can be regulated in the manner already indicated. It will be readily understood that by increasing, within certain limits, the rapidity with which the liquid from the tank is forced through the coil in the heating bath, and made to circulate in the distilling chambers, the amount of heat carried into these will be increased, while by increasing the flow of the liquid from the tank through the apparatus, the heat will be more rapidly absorbed, and the temperature of the chambers reduced. The number of chambers used both as distilling chambers and as heating chambers may be varied according to the nature of the liquid submitted to distillation and the nature of the required products, the object being to adjust the arrangement so that the liquid to be distilled shall be heated up to near the lowest point of volatilization in passing through the heating chambers. In the distillation of petroleum and other analogous substances, such as coal tar, I prefer to use some of the least volatile of the distilled products of these substances for charging the heating bath, and also for circulating through the coil and heating pipes. These oils while used for the latter purpose will be deprived of any of the more volatile oils they may retain, and while used for the former purpose they will give off some of the less volatile of the oils or unctuous products for the collection of which provision is made. But while in the cases referred to I prefer to operate in the manner indicated, there are other cases in which, as already stated, it may be found advantageous to use a fusible salt or both together in the heating bath, and in which either water or steam used under pressure or superheated steam may be made to circulate through the coil and heating pipes. If water or steam be thus used as the heat

carrier,

Improvements in Distilling Apparatus.

carrier, it will be necessary to modify the arrangement to omit the heating chambers at the top of the column, and to let the water or steam pass out from the heating pipe through a valve, by which the pressure and thereby the heat may be regulated. In the event of steam being thus used, the force pump may be omitted, and the steam supplied directly from a steam boiler, either under pressure or otherwise. When heavy oil of petroleum or other analogous substance is used in the hot bath, and the same liquid is made to circulate through the coil and pipes, the arrangement may be modified in the following way:—The coil may be omitted and the force pump may be made to force the liquid from the upper part of the contents of the hot bath through the heating pipes,—this liquid returning to the bath and entering in its partially cooled state through a pipe at the bottom.

The *modus operandi* just described applies generally, as far as differences of construction will allow, to the apparatus shown by the drawing as well as to the modifications of the apparatus lastly described.

What I claim in regard to the above described invention of improvements in distilling apparatus, are the improved constructions and arrangements set forth in regard to the distillatory portions of such apparatus,—it being understood that I do not claim any of the mechanical details thereof *per se* and apart from the purposes of my said invention.

In witness whereof I, the said John Ambrose Coffey, have hereunto set my hand and seal, this twenty-third day of March, in the year of our Lord one thousand eight hundred and sixty-six.

JOHN A. COFFEY. (i.s.)

Witness—T. W. CAMPIN,
4, Middle Temple-lane, London.

ERNEST DE PASS, 68, Fleet-street, London.

This is the specification referred to in the annexed Letters of Registration, granted to John Ambrose Coffey this twenty-second day of August, 1866.

JOHN YOUNG.

REPORT.

Sydney, 23 July, 1866.

SIR,

In compliance with your request we have examined the specification and drawings of Mr. John Ambrose Coffey's "Improvements in distilling apparatus"; and we have now the honor to report that we see no objection to the granting of Letters of Registration, as desired.

We have, &c.,

J. SMITH.
ISAAC AARON.

THE HONORABLE
THE COLONIAL SECRETARY.

[Drawings—one sheet.]

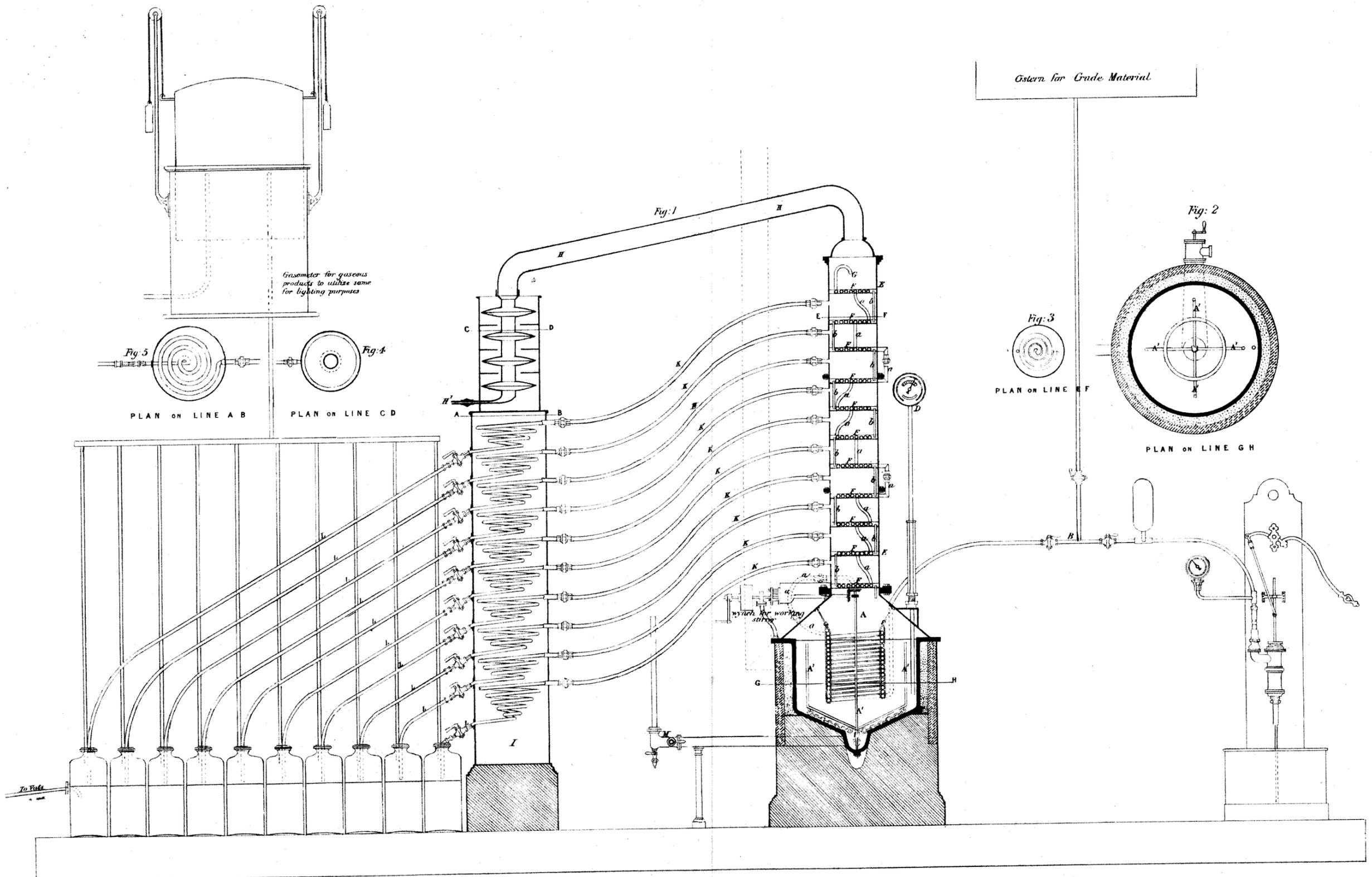


Photo-lithographed at the Govt Printing Office
Sydney, N. S. Wales.

JOHN AMBROSE COFFEY'S INVENTION

This is the Specification referred to in the annexed Letters of Registration
granted to John Ambrose Coffey this Twenty second day of August, 1866

(Signed) John Young

(Signed) F. W. Campin,
4, Middle Temple Lane, Temple, E. C., London
Witnesses
(Signed) Ernest De Pass
68, Fleet Street, London, E. C.



A.D. 1866, 23rd August. No. 135.

IMPROVEMENTS IN THE PRESERVATION OF ANIMAL SUBSTANCES.

LETTERS OF REGISTRATION to Theophilus Redwood, for Improvements in the Preservation of Animal Substances.

[Registered on the 24th day of August, A.D. 1866, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SIR JOHN YOUNG, Baronet, Knight Commander of the Most Honorable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Captain-General and Governor-in-Chief of the Colony of New South Wales.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :—

WHEREAS THEOPHILUS REDWOOD, of Montague-street, Russell-square, London, England, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, of an invention of "Improvements in the preservation of animal substances, such improvements being especially useful when those substances are intended for use as food," which is more particularly described in the specification hereunto annexed; and that he, the said Petitioner, has deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, 16th Victoria, No. 24; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon, for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said Theophilus Redwood, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said Theophilus Redwood, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Theophilus Redwood shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this twenty-third day of August, in the year of our Lord one thousand eight hundred and sixty-six.

(L.S.)

JOHN YOUNG.

Improvements in the Preservation of Animal Substances.

TO ALL TO WHOM THESE PRESENTS SHALL COME:

BE it known that I, Theophilus Redwood, of 19, Montague-street, Russell-square, London, England, have invented or discovered new and useful improvements in the preservation of animal substances, such improvements being especially useful when those substances are intended for use as food; and I, the said Theophilus Redwood, do hereby declare the nature of the said invention, and in what manner the same is to be performed, to be particularly described and ascertained in and by the following statement thereof, that is to say:—The object of my invention is to provide for the prevention of putrefaction, decomposition, and other changes which render animal substances unfit for use as food. It is well known that these changes may be prevented by excluding atmospheric air or gases containing uncombined oxygen from contact with animal matter after it has been exposed to a temperature of about 100 degrees centigrade; and my invention consists in my improved method and means of accomplishing the object aforesaid. I effect the preservation of meat by immersing it for some time in a substance kept liquid by heat; which substance exerts no injurious effect on the meat, but affords the means of heating it to 100 degrees centigrade or higher, and at the same time causes the expulsion or exclusion of air from it; and as this substance becomes a tenacious solid on cooling, the meat after having been heated in it to a sufficient extent, on being taken out, carries a film of liquid over its surface, which forms a solid coating that continues to exclude the air. This coating, in which the meat is hermetically sealed, may be increased in thickness to any required extent, by repeatedly dipping the meat into the hot liquid and allowing each successive layer of liquid to be congealed by exposure to the air or otherwise. The substance which I have found most successfully to fulfil this office is paraffine, but wax, spermaceti, or stearic acid, used separately or added to paraffine, or a mixture of any or either of these substances, in the proportion of (say) 5 or 10 per cent. (but I do not confine myself to such proportions) may be employed, although not, I believe, so advantageously as paraffine alone. When fresh meat is operated upon, the juices are concentrated during the immersion of the meat in the hot paraffine by the evaporation of water, and this may be carried to any required extent, so that the meat may be thus condensed, and if desired it may be rendered hard and dry. In conducting this part of the process I keep the paraffine at a temperature between 100 degrees and 120 degrees centigrade, by which means a more or less rapid evaporation and concentration of the juices are effected. The meat is afterwards cooled by exposure to the air, or by transferring it to another part of the vessel, or to another vessel in which the process is performed, where the temperature is sufficiently low to cool the meat, so that on afterwards passing it through, or putting it into the liquid paraffine, some of the latter will be congealed on its surface, or will congeal when brought into contact with the air. The cooling of the meat for this purpose may be sometimes advantageously effected by immersing it in a cold saline solution, consisting of one part of nitre and sixteen parts of common salt to 160 parts of water, such solution being contained in the lower part of the vessel containing the melted paraffine, and forming a stratum beneath the latter. The coating of paraffine formed, as above described, over the surface of the meat, may be increased in thickness by repeatedly dipping the coated meat into liquid paraffine at a temperature a few degrees above its melting point, and allowing each successive layer to harden by exposure to the air. The meat may also be further protected after having been thus coated by putting it into a suitable vessel or receptacle, and then pouring melted paraffine over it so as to envelope the meat, or by wrapping the coated meat in some coarse fabric, and then dipping it, together with the wrapper, into melted paraffine.

The most simple arrangement for conducting the process in the preservation of fresh meat consists in having two vessels in which melted paraffine can be kept at the required temperature, either by fires placed beneath them, or by coils of steam-pipe fixed against their inner surfaces, or by steam-jackets, such as are usually provided to jacketed steam-pans. One of these two vessels should contain melted paraffine at a temperature of from 115 degrees to 120 degrees centigrade, and should be provided with efficient means for maintaining this temperature when the meat to be operated upon is introduced into the paraffine. The other vessel should contain melted paraffine at a temperature only a few degrees above its melting point; and as this varies in different samples of paraffine, it may be stated to range from 43 degrees to 56 degrees centigrade. This vessel should also be provided with means for keeping the temperature of the paraffine it contains as nearly as possible at one fixed point. Before putting the meat into the paraffine, each joint or separate mass should have an iron wire attached to it, by means of which it may be suspended either in this or a subsequent part of the process, and it is then to be immersed in paraffine contained in the first described vessel, either suspended by the wire or placed in a suspended dish, and subjected to the temperature of from 115 degrees to 120 degrees centigrade, for such a length of time as shall cause every part of the meat to be heated to at least 100 degrees centigrade.

To ensure the accomplishment of this object a piece of meat weighing about 10 lbs. should be kept in the hot paraffine for about one hour; this period being shortened if the mass of meat operated upon be less than 10 lbs. and lengthened if it be greater.

Several pieces of meat may however be put together and closely packed in a metallic vessel of the form of a pail, so as to fill it; and this vessel, with its contents, may be immersed in the hot paraffine for the required time. This arrangement, as well as that of suspending the meat in a dish, presents the advantage of its keeping the juices that may escape from the meat in contact with it, so that most of these juices will be reabsorbed in a concentrated form during the process of heating. After having subjected the meat to the temperature specified for the required length of time, it is to be removed from the vessel in which this part of the process has been conducted. If the pieces of meat were separately suspended by the wires or in the suspended dish they must be quickly transferred to the vessel containing the cooler paraffine, where they are to be immersed, so as to be excluded from the air, and they must be left in this position until they have cooled down to the temperature of the paraffine in contact with them; they may then be taken out and exposed to the air when a film of paraffine will congeal over the surfaces of them, and this may be increased in thickness by repeatedly dipping them into the paraffine, and allowing each successive film to harden in the air. When a sufficiently thick coating has been formed over the meat, the wire by which it is suspended must be removed, and the hole through which it passed filled with melted paraffine, which latter result may be effected by applying the warm blade of a knife to the part of the paraffine through which the wire passed, so as to melt the paraffine and thus fill up the hole. This part of the coated meat may then be dipped into melted paraffine so as to form an additional coating that will secure the exclusion of air.

If,

Improvements in the Preservation of Animal Substances.

If, as already described, several pieces of meat were put together into a containing vessel, and thus immersed, this vessel, with its contents, including the melted paraffine which surrounds and covers the meat, may after the heating process is concluded be put into any suitable place where it may be most conveniently cooled. When it has become cold and the paraffine congealed, the contents of the vessel should be turned out, and this will be easily effected if the vessel have the slightly conical form of an ordinary pail. It must now be suspended by a wire passed through it, and the whole mass must be dipped several times in the melted paraffine so as to cover those parts of the meat that were in contact with the vessel and thus to exclude the air, after which the wire must be removed and the hole through which it passed stopped, as already described. This will be found to be a suitable method of preparing meat for exportation, as large quantities can be operated upon at once; and the masses of meat thus cemented together by the intervening paraffine may be advantageously packed in vessels similar in form and size to those used in their preparation.

This latter method of operating with slight variation may be adopted when the meat is required to be dried by the evaporation of its juices; but in this case the meat should be cut into slices and placed in a shallow vessel, which is to be suspended in the hot paraffine and kept there until the required amount of evaporation is effected. At the end of the operation the meat in its containing vessel is to be transferred to the cooler paraffine, where it is to be allowed to cool until on taking it out it will retain a film of paraffine that will congeal on its surface. In proportion to the extent to which the meat is dried and hardened in the first process of heating it, the thickness of the subsequent coating of paraffine that has to be applied to it to adapt it for the use for which it is intended may be reduced. The coating must be sufficiently thick to exclude the air and to bear without fracture the treatment to which it will be subjected as an article of commerce. When prepared in the manner herein described the meat will be fit for use as food even after it has been kept for several months, providing the coating of paraffine has remained unbroken, and has continued to exclude air from contact with the meat. The coating may be easily removed when the meat is required for use as food, by breaking and peeling off the greater part of the paraffine, and then putting the meat into hot water so as to melt the remaining part of the paraffine and cause its entire separation from the meat. The melted paraffine will rise to the surface of the water, and may, together with that otherwise removed from the meat, be kept for subsequent use.

Although in the operations I have described I prefer to use paraffine as the preservative agent, yet wax, spermaceti, or stearic acid, used separately, or mixed in various proportions, or a mixture of one or more of these with paraffine, may be substituted for paraffine, the methods of operating remaining in other respects the same as herein described.

In witness whereof I, the said Theophilus Rodwood, have hereunto set my hand and seal, this twentieth day of February, in the year of our Lord one thousand eight hundred and sixty-six.

This is the specification referred to in the annexed Letters of Registration, granted to Theophilus Redwood this twenty-third day of August, 1866.

JOHN YOUNG.

REPORT.

Sydney, 29 June, 1866.

SIR,

In compliance with your request we have examined the specification of Mr. Theophilus Redwood, for "Improvements in the preservation of animal substances, especially such as are intended for use as food"; and we have now the honor to report that we see no objection to Letters of Registration being granted, as desired.

THE HONORABLE
THE COLONIAL SECRETARY.

We have, &c.,
J. SMITH.
GERARD KREFFT.



A.D. 1866, 22nd August. No. 136.

IMPROVED CONSTRUCTION OF GIFFARD INJECTOR.

LETTERS OF REGISTRATION to William Sellers for an improved construction of Giffard Injector.

[Registered on the 24th day of August, A.D. 1866, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SIR JOHN YOUNG, Baronet, Knight Commander of the Most Honorable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Captain General and Governor-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :—

WHEREAS WILLIAM SELLERS, of Philadelphia, in the State of Pennsylvania, in the United States of America, civil engineer, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, of an invention of "An improved construction of Giffard injector," which is more particularly described in the specification and paper of drawings which are hereunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said William Sellers, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement, for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said William Sellers, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if

Improved Construction of Giffard Injector.

the said William Sellers shall not within three days after the granting of these Letters of Registration register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this twenty-second day of August, in the year of our Lord one thousand eight hundred and sixty-six.

(L.S.)

JOHN YOUNG.

TO ALL TO WHOM THESE PRESENTS SHALL COME:—I, WILLIAM SELLERS, of Philadelphia, in the State of Pennsylvania, United States of America, civil engineer, send greeting: Whereas I am in possession of an invention for "An improved construction of Giffard injector," and have petitioned His Excellency the Governor General of New South Wales to grant unto me, my executors, administrators, and assigns, Letters of Registration for the same: Now know ye that I, the said William Sellers, do hereby declare that the following specification fully describes and ascertains the nature of the said invention, and the manner in which the same is to be performed (that is to say):—

THIS invention relates to an improvement upon that well-known instrument, "the Giffard injector," the object being to make it self-regulating.

In this instrument, as heretofore constructed, the supply of water and steam has been regulated by means of screws, levers, or other devices controlled by hand, so that whenever the tension or pressure of the steam varies, the attendant is obliged to readjust the supply of water in order that the instrument may work to the best advantage, and whenever the pressure falls below the point to which the instrument has been adjusted, a readjustment becomes necessary to prevent a waste of water at the overflow.

In many boilers, such as the locomotive and others, having a small water and steam capacity compared to their heating surface, and where the demand for steam is very irregular, the variations of the steam pressure are considerable and very frequent, and the amount of attention required for regulating the injector becomes a serious inconvenience.

The object of my invention is to make this regulation self-acting and dependent upon the amount of steam or water admitted to the instrument, and to utilise a power, until now, wasted at the overflow. The overflow, as heretofore used, has been for the purpose of permitting the escape of the water before it has attained sufficient velocity to enable it to enter the boiler when the jet is first started, and also to permit (when the jet is in motion) the superabundant water or steam to escape without stopping the operation of the instrument. It has long been known that the overflow was not necessary after the jet was fairly established, and the steam and water supply properly regulated; but it has not been known heretofore that when the jet is stopped by a superabundant supply of water, no provision being made for waste, an amount of lateral pressure may be obtained at the point of overflow nearly equal to that in the boiler. It has also been long known that the fluid jet, in passing the point of overflow, will, when not in excess, carry along with it into the boiler any fluid that may be in contact with it, so that if the overflow chamber should be closed up, a moderate vacuum can be produced there by this action of the jet. The present invention consists in using the overflow water to control the admission of the water or steam, or both, to the injector, so that the pressure inside the chamber, caused by an overflowing jet, shall diminish the supply of water, or increase the supply of steam, or it may affect both; whilst the water, which has escaped at the point of overflow to produce this effect being retained in contact with the jet, will be drawn in again whenever the supply of water is too small or the supply of steam too great, and thus produce a partial vacuum in the overflow chamber, reverse the previous operation, and readjust the instrument to the new conditions without any waste at the point of overflow. The means employed for utilising the power mentioned will be more fully understood from the following description:

The outer shell or case of the injector is made in two parts,—A and B, united by a nut C, having a right-hand screw-thread on one side, and a left-hand one in the other, with corresponding threads on the parts A and B. The part A is provided with two nozzles, D and E, the nozzle D for the admission of steam, and E for the admission of the water, the two being separated by the plate F. In the centre of the plate F a nozzle G is provided for the steam jet, the amount of steam that can be discharged from this nozzle being regulated by the tapered plug H, which may be operated by a screw-lever or other convenient device.

The interior of the case A beyond the water nozzle E is bored out for a short distance, and fitted with a cylindrical brass lining *aa*, which is turned out to receive the packing *bb* in the piston I. This piston forms the upper or receiving end of the receiving and discharging pipe JJ, which has its axis coinciding with that of the steam discharge nozzle G. The pipe JJ is so arranged as to be capable of moving to or from the nozzle G, so as to enlarge or contract the annular space between the exterior of G and the interior of the receiving pipe, thereby governing the amount of water which can be admitted to the action of the steam escaping from the nozzle G. The pipe JJ is gradually contracted through about half its length, when it commences to enlarge and gradually increases until it discharges into the perforated chamber K, and subsequently into the space between it and the case B, which surrounds it. The part B of the outer shell or case is provided with a nozzle L, from which the water discharged from the chamber K can be conducted into the boiler. There must be provided a waste-cock or valve to enable the water escaping from the perforated chamber K to be discharged freely into the atmosphere for the purpose of establishing the jet when first started. So soon as this is accomplished this waste-cock must be closed, and will be of no farther use while the jet is in action. It may be placed in any convenient position, and is shown upon the pipe leading to the boiler. Between this and the boiler a check valve must be employed to prevent the return of the water when the instrument is stopped. The shell or case B is closed at one end by a plate or head M, which projects into the case A, in which it is accurately fitted for the purpose of maintaining the axis of the steam nozzle G in the line of the axis of the receiving and discharging pipe JJ. The other end of the case B is closed by a screw-cap N, accurately fitted so as to prevent any leakage

Improved Construction of Giffard Injector.

leakage of air or water. Between the cap N and the head M is a second head O, forming a chamber P between them, the use of which will be hereinafter described. Both these heads M and O are provided with stuffing boxes, which allow the pipe JJ and the extension JI of the chamber K to play freely longitudinally, without permitting the escape of any water discharged from the chamber K. Between the heads M and O, and opposite the nozzle L, is a projection R, cast with the outer case B. Through this projection a small hole, *cc* is drilled to form a communication between the upper chamber in the case A and the chamber P in the case B; and it is important that this shall be perfectly sound, so as to prevent any escape of water into it that has once passed from the perforated chamber K. Through the axis of the receiving and discharging pipe JJ, and a short distance above its smallest diameter, that is toward its receiving end, a small hole *dd* is made for the purpose of allowing an escape of water when a too abundant supply is admitted at the receiving end, and this hole I call the overflow.

The operation of the instrument is as follows, viz. :—

The waste-cock between the instrument and boiler must first be opened, then admit the supply of water, allowing it to flow through this waste, let on the steam when an immediate increase will take place in the volume of water escaping at the waste, showing that the jet has been established; the waste-cock may now be closed, and the water will flow into the boiler; but in case there should be too much water admitted at the receiving end of the pipe JJ, the superabundance will escape through the holes *dd* into the chamber in the case A; thence through the holes *cc* into the chamber P in the case B; and will continue so to do until both chambers are full, when it will exert a pressure upon the end JI of the pipe JJ and piston I, causing the whole to move toward the steam discharge nozzle G, thus diminishing the water supply until the quantity admitted is in exact proportion to the supply of steam. The relative positions of these nozzles will then remain the same until some change takes place in the pressure of the water supply or the pressure of the steam. Supposing now the pressure of the steam in the boiler should increase, or that the tapered plug H should be drawn back from the opening in the nozzle G, so that a larger quantity of steam should be discharged, the increased velocity of the jet will carry along with it into the boiler some of the water which had previously escaped through the openings *dd*, causing a partial vacuum under the piston I; the pressure of the water will then cause it to recede from the nozzle G, thus admitting more water until the equilibrium is again established. The lower chamber P is not necessary to the operation of the instrument, but by its use the amount of surface exposed to pressure from the overflow is increased, thereby increasing the sensitiveness of the adjustment, and the escape of any waste (in case the packing in the head O should leak) is prevented. From the foregoing it is evident that the instrument when constructed as described requires only the adjustment of the steam supply, the regulation of the water being controlled by the quantity of steam admitted. To make the instrument entirely self-adjusting and capable of maintaining the water in the boiler at a uniform height requires only that the position of the plug which regulates the steam escaping from the steam discharge nozzle should be regulated by the height of the water in the boiler. Almost any of the numerous devices in use, which govern the water supply by the height of the water in the boiler, would answer the purpose, and could be readily applied; and to determine whether the jet is in motion, a light safety-valve may be attached to either the upper or lower overflow chamber, and weighted to an extent sufficient to produce a pressure in this chamber capable of moving the receiving and discharging pipe; then with a check-valve in the water supply pipe, which will permit the water to flow to the instrument, the failure to work would instantly be notified by the escape of steam and water at this safety-valve. The water supply may be regulated by various other methods than by the adjustment of the receiving pipe; and this pipe may be adjusted by the weight of the water escaping at the overflow, without regard to its pressure; the supply of steam may in like manner be controlled by the instrument itself, so as to correspond with the quantity of water admitted, or both the steam and water supply may be controlled by this means.

Having now set forth the nature of the invention of an improved construction of Giffard injector, and explained the manner of carrying the same into effect, I wish it to be understood that I claim the means above described for making the Giffard injector self-regulating.

In witness whereof I, the said William Sellers, have hereunto set my hand and seal this sixth day of March, in the year of our Lord one thousand eight hundred and sixty-six.

Witness—CHAS. W. PALE,
of No. 1,606, North 15th Street,
Philadelphia, Pa., U.S. of America.

WM. SELLERS.

This is the specification referred to in the annexed Letters of Registration, granted to William Sellers this twenty-second day of August, 1866.

JOHN YOUNG.

REPORT.

Phillip-street, Sydney, 9 July, 1866.

SIR,

Having, in attention to the minute of the Hon. the Colonial Secretary, met for the purpose of considering the application of Mr. William Sellers, of Philadelphia, U.S., civil engineer, for Letters of Registration for an invention of "An improved construction of Giffard's injector," we have the honor to report that we consider the application may be complied with.

THE PRINCIPAL
UNDER SECRETARY.

We have, &c.,
GOTHEK K. MANN.
E. O. MORIARTY.

COPY

Fig: 2

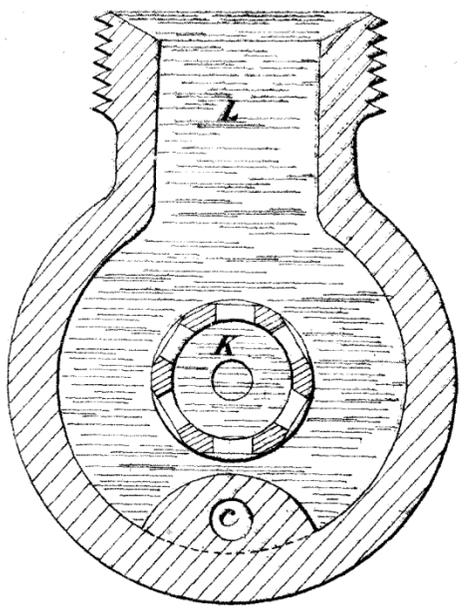
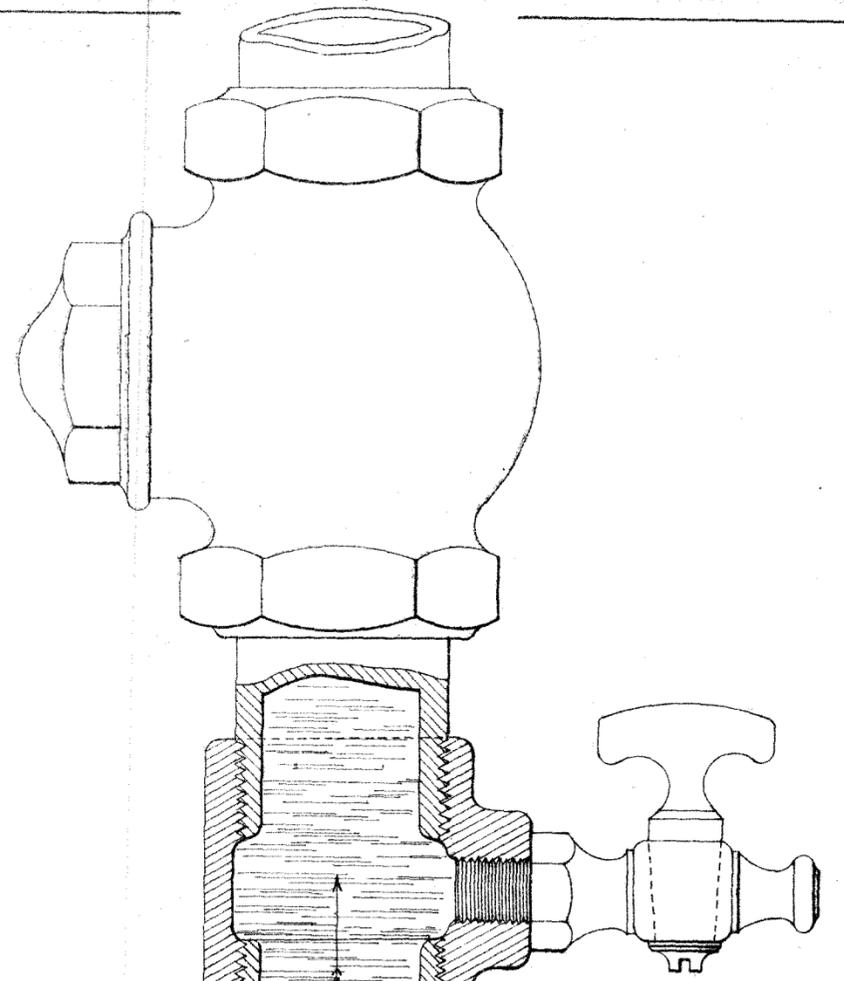
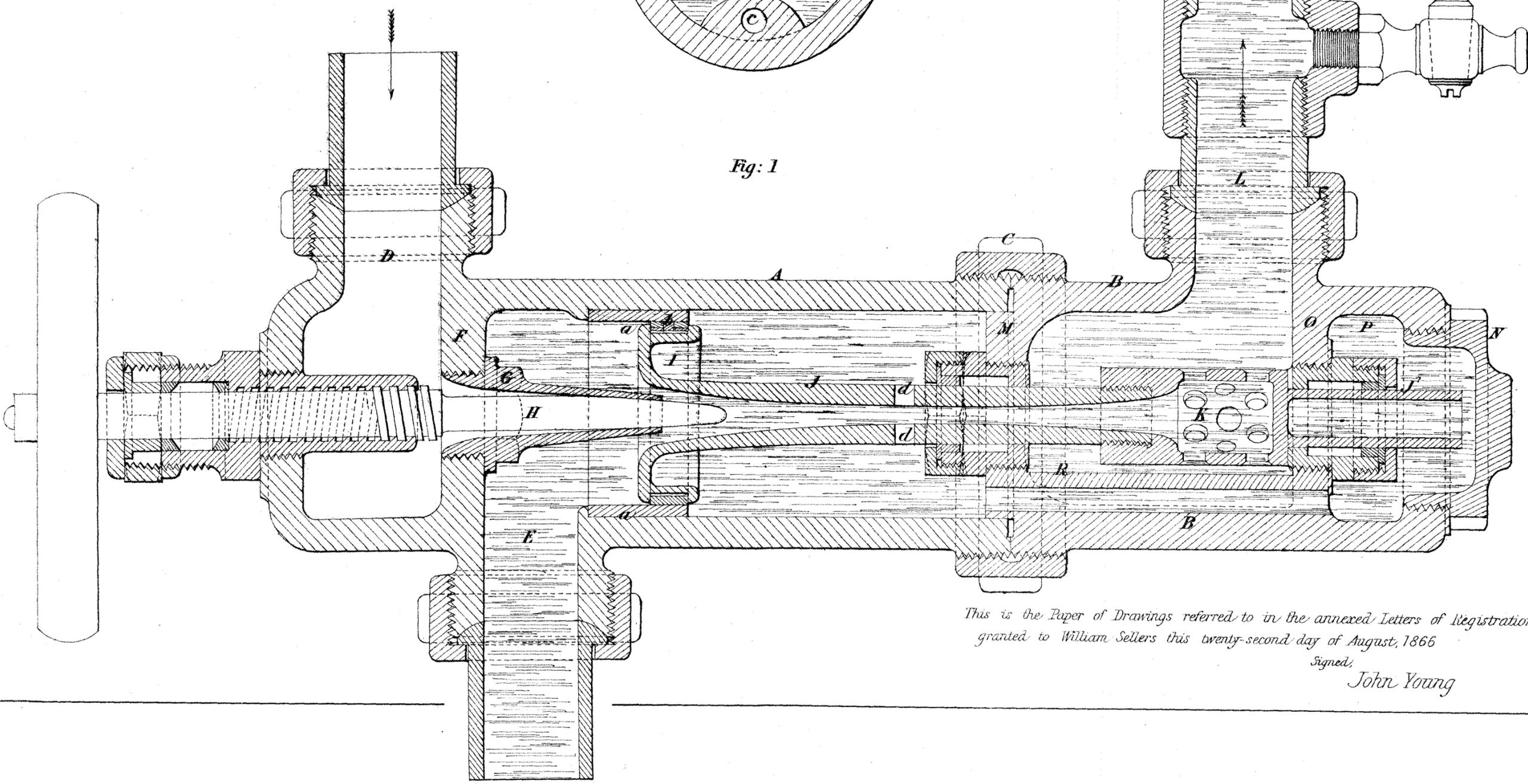


Fig: 1



This is the Paper of Drawings referred to in the annexed Letters of Registration granted to William Sellers this twenty-second day of August, 1866

*Signed,
John Young*



A.D. 1866, 22nd August. No. 137.

PORTABLE CAMP, OR BUSH BEDSTEAD.

LETTERS OF REGISTRATION to Alfred Crownson, for Portable Camp, or Bush Bedstead.

[Registered on the 25th day of August, A.D. 1866, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SIR JOHN YOUNG, Baronet, Knight Commander of the Most Honorable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Captain General and Governor-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS ALFRED CROWNSON, of Castlereagh-street, in the City of Sydney and Colony of New South Wales, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, of an invention of "A portable camp, or bush bedstead," which is more particularly described in the paper hereunto annexed, marked A; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said Alfred Crownson, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement, for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said Alfred Crownson, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof for and during

Portable Camp, or Bush Bedstead.

and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Alfred Crownson shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this twenty-second day of August, in the year of our Lord one thousand eight hundred and sixty-six.

(L.S.)

JOHN YOUNG.

A.

SPECIFICATION.

THE frame of the bush bedstead is composed of fourteen cedar rods; the upper portion of four are attached to a brass knuckle-joint marked A, the lower six and the two horizontal rods are fixed together by pressing the tapered portion of cedar into the brass ferrule marked B above, or the lower six and the two horizontal rods are fixed by screwing the lower and upper portions together, as described on letter C above.

D.—The letter D above is a small brass ring fitting on the screw C, and a piece of tape attached to it with another brass ring at the end of said tape, which can be used by means of a peg, or bit of stick pressed into the earth, to hold the patent portable camp, or bush bedstead, quite firm from storm or wind.

The patent portable camp, or bush bedstead, when packed up ready for starting on the road, weighs only 1 lb. 1 oz., and can be easily packed in a valise or swag. It is made of cedar wood, fitted with brass joints, marked A and B, and when open for use its dimensions are: Height, 3 ft. 1 in.; length on top, 3 ft. 8 in.; length on ground, 7 ft. 7 in.; width, 4 ft. This really useful article will be found to be a great comfort to people travelling in the bush and camping near swampy or watery places, for by its use not one mosquito can get near the sleeper to disturb him from his night's rest. It will also be found very useful to gentlemen sleeping on verandahs. It can be unpacked and fitted up with the mosquito curtains in one minute.

This is the paper marked A, referred to in the annexed Letters of Registration, granted to Alfred Crownson this twenty-second day of August, 1866.

JOHN YOUNG.

REPORT.

Department of Public Works,
Colonial Architect's Office,
Sydney, 26 July, 1866.

SIR,

In attention to the instructions conveyed in your blank cover minute of 18th instant, on the enclosed application from Alfred Crownson, for Letters of Registration for a camp or bush bedstead, his invention,—

2. We do ourselves the honor to report, that we have carefully examined the specification, and a model of the article submitted to us, and are of opinion that Letters of Registration, as applied for by Mr. Crownson, may be granted to him.

We have, &c.,

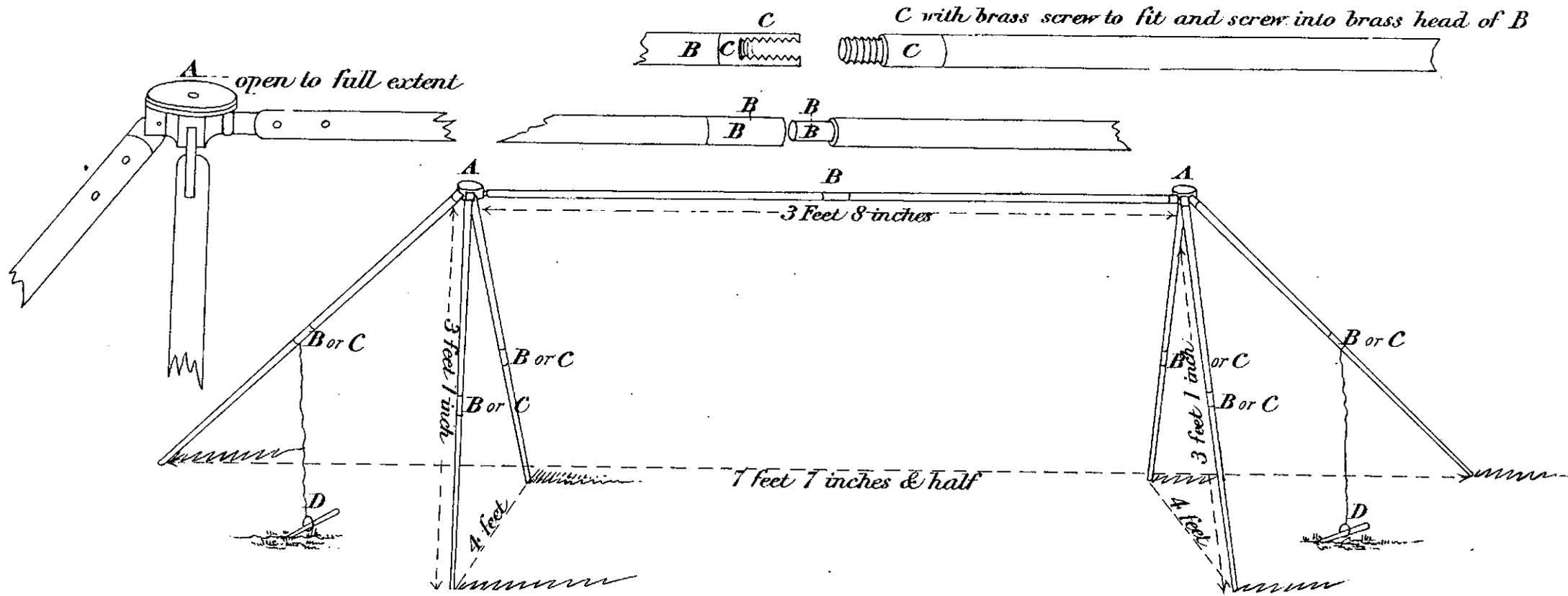
THE UNDER SECRETARY
FOR PUBLIC WORKS.

JAMES BARNET.
JNO. McCLERIE, I.G.P.

[Drawings—one sheet.]

(A)

N^o 137





A.D. 1866, 22nd August. No. 138.

**IMPROVEMENTS IN QUARTZ OR ALLUVIAL CRUSHING AND
AMALGAMATING MACHINERY, &c.**

LETTERS OF REGISTRATION to George Frederick Dunn, for Improvements
in Quartz or Alluvial Crushing and Amalgamating Machinery, &c.

[Registered on the 25th day of August, A.D. 1866, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SIR JOHN YOUNG, Baronet, Knight Commander of the Most Honorable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Captain General and Governor-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS GEORGE FREDERICK DUNN, of Lucknow, in the Colony of New South Wales, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, of an invention of "Improvements in quartz or alluvial crushing and amalgamating machinery, in combination with an improved blanket-table and wash-box," which is more particularly described in the specification and paper of drawings hereunto annexed ; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four ; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years : And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council to grant, and do by these Letters of Registration grant, unto the said George Frederick Dunn, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said George Frederick Dunn, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended : Provided always, that if the said George Frederick Dunn shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this twenty-second day of August, in the year of our Lord one thousand eight hundred and sixty-six.

(L.S.)

276—O

JOHN YOUNG.
SPECIFICATION

Improvements in Quartz or Alluvial Crushing and Amalgamating Machinery, &c.

SPECIFICATION of a quartz or alluvial crushing and amalgamating machine in conjunction with a revolving blanket, as shown in accompanying plans.

THIS machine consists of a revolving disc or cylinder, with corrugated, serrated, or plain surfaces, working in an external cylinder composed of segments corrugated, serrated, or plain, as shown in No. 2, or in one piece with movable plates as shown in No. 3. The surface of the cylinder, plate, or disc, being made corrugated, &c., to suit the quality of quartz, alluvial, tailings, or other material, to be crushed and amalgamated. Nos. 1, 2, 4, and 5, show elevations, sections, and plans of the machine, the various parts of which are as follows:—*a* is the feed-hopper, *b b* the ends of the cylinder, *c c* the plummer blocks, in which the disc or cylinder-shaft revolves, and which are bolted on the brackets *d d*, cast on the cylinder ends, *f f* are set screws for adjusting the internal disc or cylinder *o* to the grinding faces *m m m* on bottom of external cylinder, *g g* are side gratings for discharge, *h h* are the legs for bolting down the machine to foundation logs, *k k k k* are the movable segments before-mentioned, which are bolted between the cylinder ends *b b*, as shown in No. 5, *l* is the front discharge grating, *m m m m* are movable corrugated, serrated, or plain plates, fixed with keys or otherwise, in the internal cylinder or disc *o*, which is keyed on the shaft *e*. No. 4 is a plan of the machine, showing the spouts *g g* and *l* from the several gratings *g g*, &c. In figure No. 5 recesses *p p* are shown to admit of packing, which is kept in place by loose collars *l l*; this is to prevent water, &c., from leaking out of cylinder. No. 3 shows cylinder arranged with movable plates instead of segments, as shown in No. 2.

As there will be great crushing and grinding resistance in this machine, I propose to overcome it by having a counter-shaft with fly-wheel and pinion geared into a spur-wheel on end of shaft *e*; by this means great power and momentum are obtained.

On referring to drawings it will be seen that the quartz is gradually broken by the revolving disc or cylinder. Its velocity and corrugations, &c., carrying the quartz, &c., into smaller space, until it is completely pulverized. Water entering the hopper at the same time as quartz, &c., will carry off, through the discharge-gratings, the fine particles of sand, &c., which are then run over ripples and the revolving blanket.

A few of the advantages of this machine are its simplicity of construction, smallness of foundation required, great crushing and grinding power, ease of transport and erection, as unlike stamps and batteries it is self-containing, cheapness of cost, as compared with other quartz-crushing machinery, and the ease with which the worn plates in disc or external cylinder may be replaced.

I do not confine myself to the form of outer edge of cylinder or disc, or internal shape of external cylinder, as the cylinder or disc can be constructed with the outer edge half-round, oval, angular, or corrugated, the interior of exterior cylinder being made to receive the above shapes. But of whatever shape or form, they can be removed one and all to suit the material to be crushed, &c. The segments or plates will be made of chilled cast-iron, white metal, cast steel, or other durable material, the cost of which with wear and tear will be trifling in comparison to the amount of work done, as the crushing, &c., is continuous, the machine being made so powerful as to pass the quartz through at a great rate.

No. 7 shows an elevation of a revolving blanket with table and wash-trough. It consists of two movable rollers *A A*, on which an endless blanket is placed, *C* is the water-trough with two plugs, *D D* the upper one to let out the sludge, &c., the lower one to discharge the gold amalgam, &c., *E E* are two battens, one at each side, to keep the blanket even on face of table, so that the sand shall not get past the edges of blanket, and accumulate underneath. The manner in which I propose to work the blanket is this: When the upper surface of blanket becomes foul, the battens *E E* are removed, and the blanket is then revolved by means of turning the handle *H* in direction of the arrow, so as to bring the clean side up; the battens *E E* are then quickly replaced and fastened down; the lower or foul side passes into the wash-trough *O*, where the gold amalgam or quicksilver is precipitated by shaking or striking the blanket slightly in the water through the aperture *I*, in the sides of box or trough. By this method I propose to effect a considerable saving of gold by the frequent cleansing of the blankets, and also of time and labour, as the machinery will not have to stand or the blankets be removed as in the stationary blankets now in use. The model which accompanies the plan and specification will further demonstrate the arrangement.

GEORGE F. DUNN.

P.S.—The bottom segment or plate in plan No. 2 can be grooved or recessed so as to retain mercury for the purpose of amalgamation.

This is the specification referred to in the annexed Letters of Registration, granted to George Frederick Dunn this twenty-second day of August, 1866.

JOHN YOUNG.

REPORT.

Sydney, 23 July, 1866.

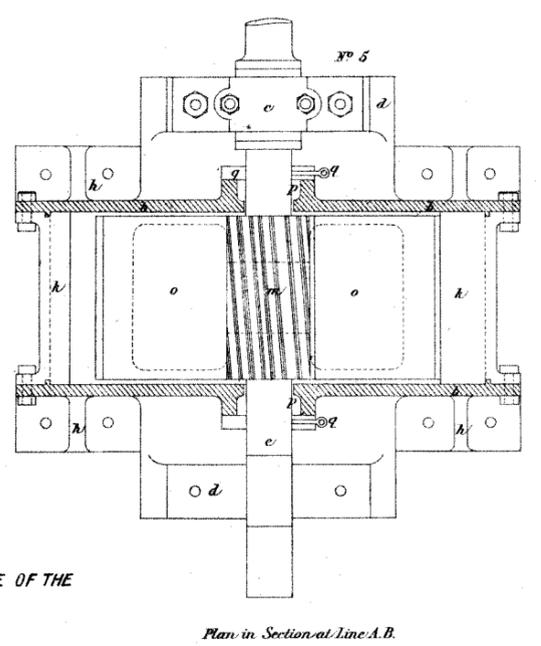
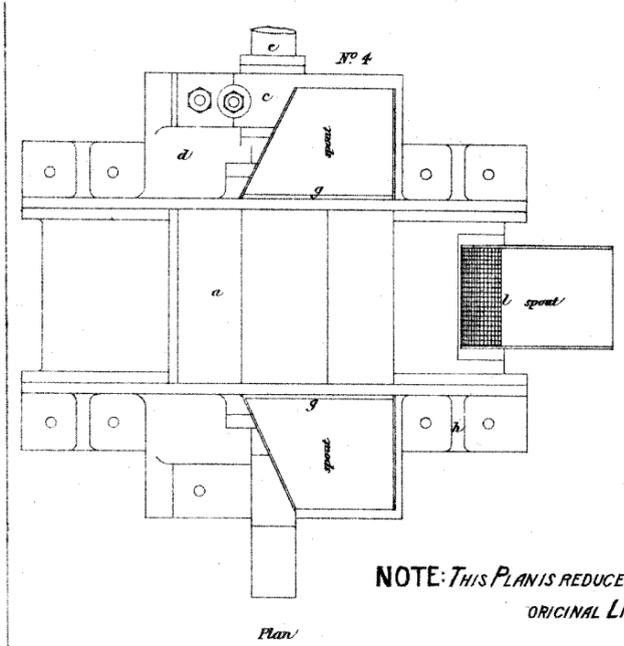
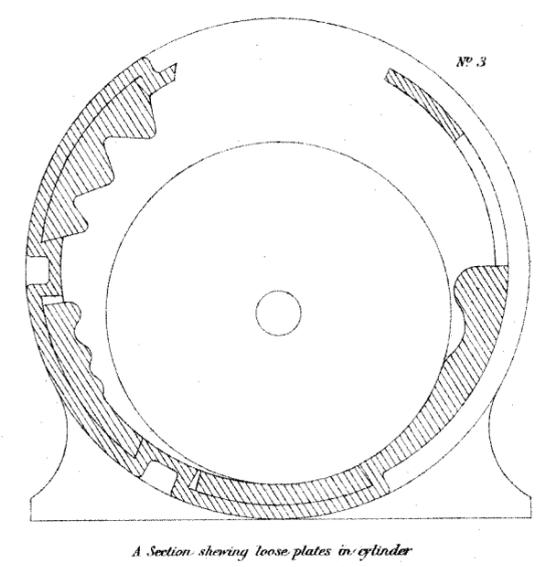
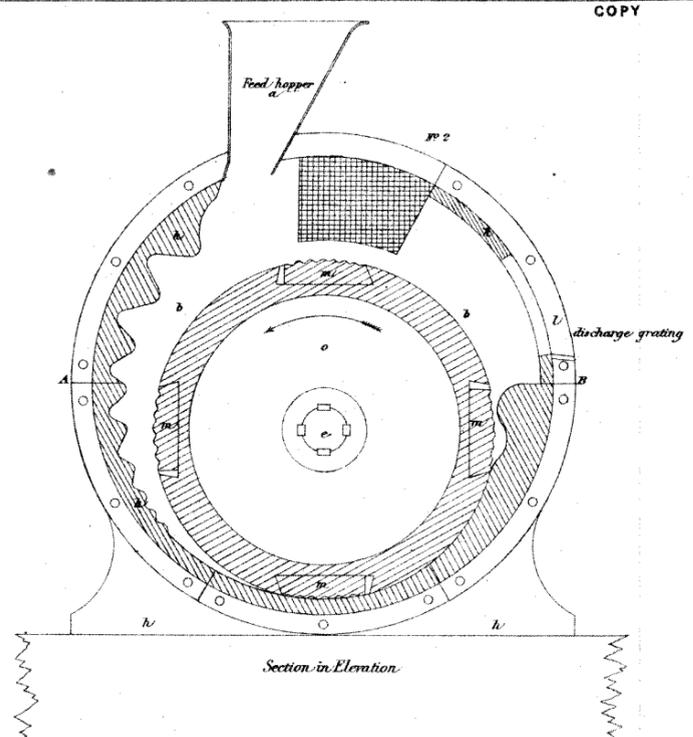
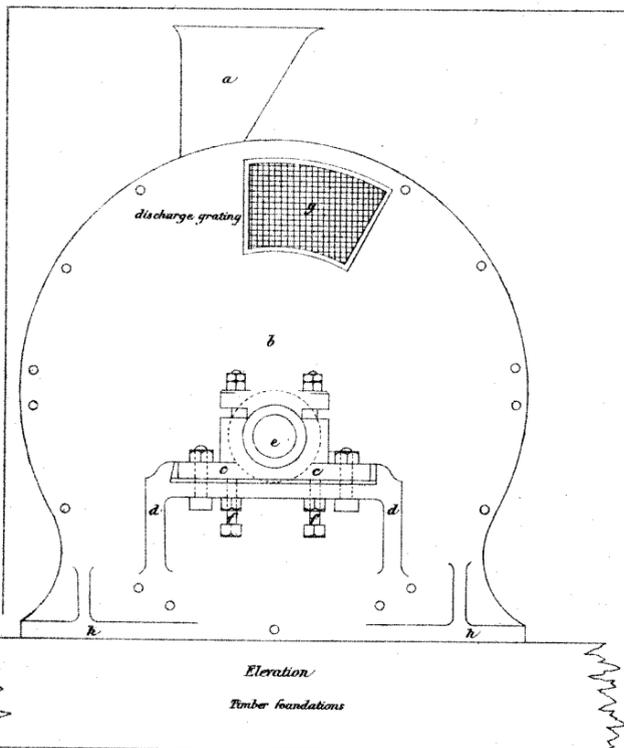
SIR,

We have the honor to report that we have inspected the plans and specifications referred to in the Petition of Mr. George Frederick Dunn, praying for Letters of Registration for his invention of "Improvements in quartz or alluvial crushing and amalgamating machinery in combination with an improved blanket-table and wash-box," and are of opinion that Letters of Registration may be issued to him, as applied for.

THE UNDER SECRETARY
FOR PUBLIC WORKS.

We have, &c.,
EDWARD BELL.
E. O. MORIARTY.

COPY



NOTE: THIS PLAN IS REDUCED TO $\frac{2}{3}$ OF THE SIZE OF THE ORIGINAL LITHOGRAPH.

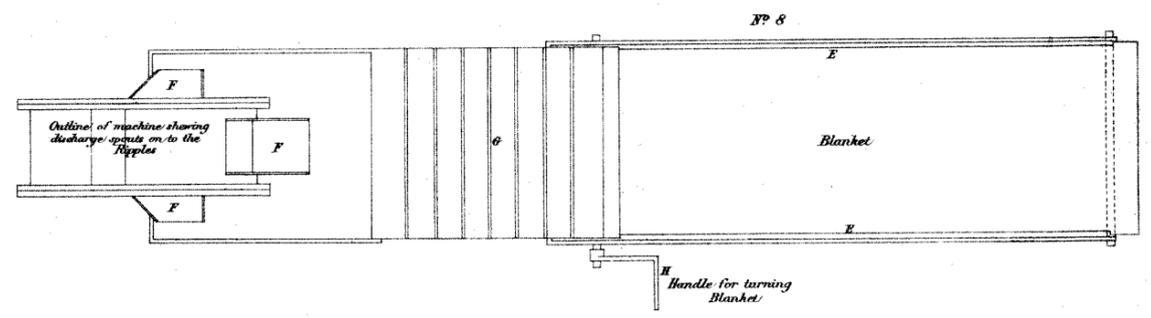
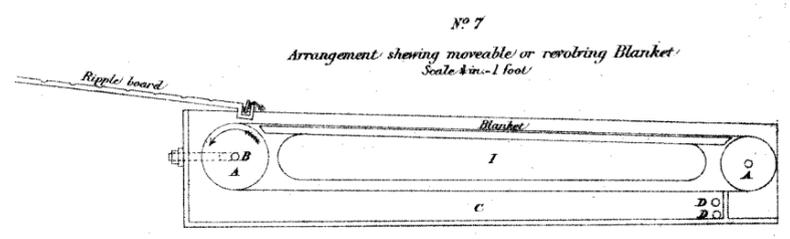


Photo-lithographed at the Govt Printing Office Sydney, N.S. Wales.

G.F. Dunn's Quartz & Alluvial Crusher & Revolving Blanket

Scale: $1\frac{1}{2}$ ins = 1 foot

This is the Page of Drawings referred to in the annexed Letters of Registration granted to George Frederick Dunn, this twenty-second day of August, 1866

Signed: John Young



A.D. 12th September, 1866. No. 139.

INVENTION OF A DIRECT ACTING STAMPING-MACHINE.

LETTERS OF REGISTRATION to William Drück, for an Invention of a Direct acting Stamping-machine.

[Registered on the 15th day of September, A.D. 1866, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SIR JOHN YOUNG, Baronet, Knight Commander of the Most Honorable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Captain General and Governor-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS WILLIAM DRÜCK, of the City of Sydney, in the Colony of New South Wales, engineer, hath by his humble Petition represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, of an invention of "A direct acting stamping-machine," which is more particularly described in the specification and paper of drawings which are hereunto annexed ; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four ; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years : And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said William Drück, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said William Drück, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended : Provided always, that if the said William Drück shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this twelfth day of September, in the year of our Lord one thousand eight hundred and sixty-six.

(L.S.)

JOHN YOUNG.

Direct acting Stamping-machine.

SPECIFICATION

Of a direct acting Stamping-machine.

FIGURE I on the annexed plan is a side elevation of "A direct acting stamping-machine" for crushing quartz, ores, rocks, or earthy substances. The stamper-box *a* and cylinder *b* appears longitudinally cut through the middle. Figure II is a front elevation of the said machine; the steam-cylinder *b* appears longitudinally cut in the middle. *d* is the hollow piston, and fits steamtight in the cylinder *b*; in the middle of the said piston is a square hole cut through in a transverse direction, as shown in the plan, and forms a communication, if opposite the ports *wIII* and *wI*, between the steam-pipe *u* and the lower part of the cylinder *b*, and if opposite the ports *wIII* and *wII* forms a communication between the steam-pipe *u* and the upper part of the cylinder *b*. *vI* is the exhaust-port for the steam in the lower part of the cylinder. *vII* is the exhaust-port for the steam in the upper cylinder *b*. *l* is a common stamp-head fixed in the usual way to the stamp-rod or piston-rod *d*. *g* is a spout through which the substance to be crushed or stamped passes; and if struck by the knocker *f*, which is also fixed to the piston-rod *d*, the contents in the spout *g* are shaken into the hopper *h* and stamper-box *a* to be crushed. *i* are screens through which the crushed stuff passes, and are secured to the stamper-box by bolts *kkkk*. *y* is the cylinder-cover. *r* is a stuffing-box for keeping the piston-rod steamtight. *ss* are guides, and are cast to the cylinder *b*, and fitted in slots or grooves *tt* in the frame or stamper-box *a*, and in which grooves the cylinder can be slid in a vertical direction for the purpose of being adjusted. When the stamp is at rest, and steam is admitted, it passes through the steam-ports *wIII* and *wI* into the lower part of the cylinder, lifts the piston till the piston in its ascent will shut the port *wIII* and *wI*, when one-third of the stroke, the steam acts still expansive, till the piston passes and opens the exhaust-port *vI*, when the steam in the lower part of the cylinder escapes, at the same time the ports *wIII* and *wII* are opened by the piston, and steam is admitted in the upper part of the cylinder, and presses down the piston again till it closes, in its descent, the ports *wIII* and *wII*; the steam in the upper cylinder acts expansive till the piston passes the exhaust-port *vII*, through which the steam in the upper cylinder escapes, and so on in succession.

The cylinder *b* is fixed to the frame *a* by bolts and nuts *cc*; and said cylinder is capable of being slid up or down (when the nuts *cc* are slackened) by the screw-spindle *n* for adjustment.

Having thus described the nature of the machine, and the manner in which the work is performed, I do not confine myself to the precise details, as long as the character of the invention be retained, nor to the materials these machines are made of, nor to the size and shape of the drawings. The parts of the machine may be made in segments, or as shown on the plan; also, two or more stamps may be used in one stamper-box, or two or more pistons may be used in one cylinder; nor whether the piston be steamtight or slack—nor whether the steam be used expansive or not—nor do I confine myself whether this machine is driven by steam or compressed air. What I do claim for my inventions is the peculiar method of constructing the piston and cylinder, so as to admit, shut off the steam, and release the same, after it has done its work, without the aid of a slide-valve, or steam-valve, or valve, as shown in the drawing or plan. I do not confine myself whether the piston be hollow or solid, or in segments or any shape, or whether the cylinder be as shown in the plan, or any other shape or form; the piston may have a passage for the steam around it on its outside or otherwise, so as to establish a communication between the ports. I claim the mode of shifting, up or down, the piston-rod through the piston by means of screws, wedges, levers, by hydraulic power, by steam, compressed air, or otherwise, for the particular purpose of being adjusted, so as to work the stamp to any required force or height. I claim the mode of raising and lowering the stamp-head on the stamp-rod by means of screws, wedges, or keys, for the purpose of adjusting the stamp. I claim for my invention the peculiar method of shifting up or down of the cylinder on the frame or frames, or fixtures or supports, in slots or grooves, or guides, or otherwise, by means of screws, wedges, levers, by steam or compressed air, or by other means, for the particular purpose of adjusting the said cylinder to any required height. I claim for myself, also, the application of the said cylinder and piston to any other machine as steam-hammers, pumps, steam-engines, &c. I claim for myself to apply the improvement of shifting the cylinder, for the purpose of adjustment, to other engines (besides stamping-machines), as steam-hammers, pumps, &c.

These machines so constructed are compact, rapid in motion; they will strike with ordinary pressure of steam 400 to 600 blows per minute; next to impossible to get out of order, as there are no wearing parts besides the piston, cylinder, and piston-rod; light, and easy transportable; according to the scale of the plan the weight will not amount to 3,500 lbs.; also powerful, one stamp is able to crush 50 to 60 tons per week. They crush more than common stamping-mills, as there is hardly any friction, and the steam is used expansive; they are also direct acting, no engine is required to drive them, and cheap; their cost will not be one-fourth of a common machine by the time they are erected.

WILLIAM DRÜCK,
Engineer, Sydney.

This is the specification referred to in the annexed Letters of Registration, granted to William Drück this twelfth day of September, 1866.

JOHN YOUNG.

REPORT.

Sydney, 13 August, 1866.

SIR,

Adverting to your B.C. communication of the 9th instant, transmitting to us Mr. William Drück's application for Letters of Registration for "A direct acting stamp machine," we do ourselves the honor to report, for the information of the Honorable the Colonial Secretary, that having examined the plans and specifications accompanying your communication, we recommend that Letters of Registration should issue in favour of Mr. William Drück, to secure to him for fourteen years the right of his invention.

We have, &c.,

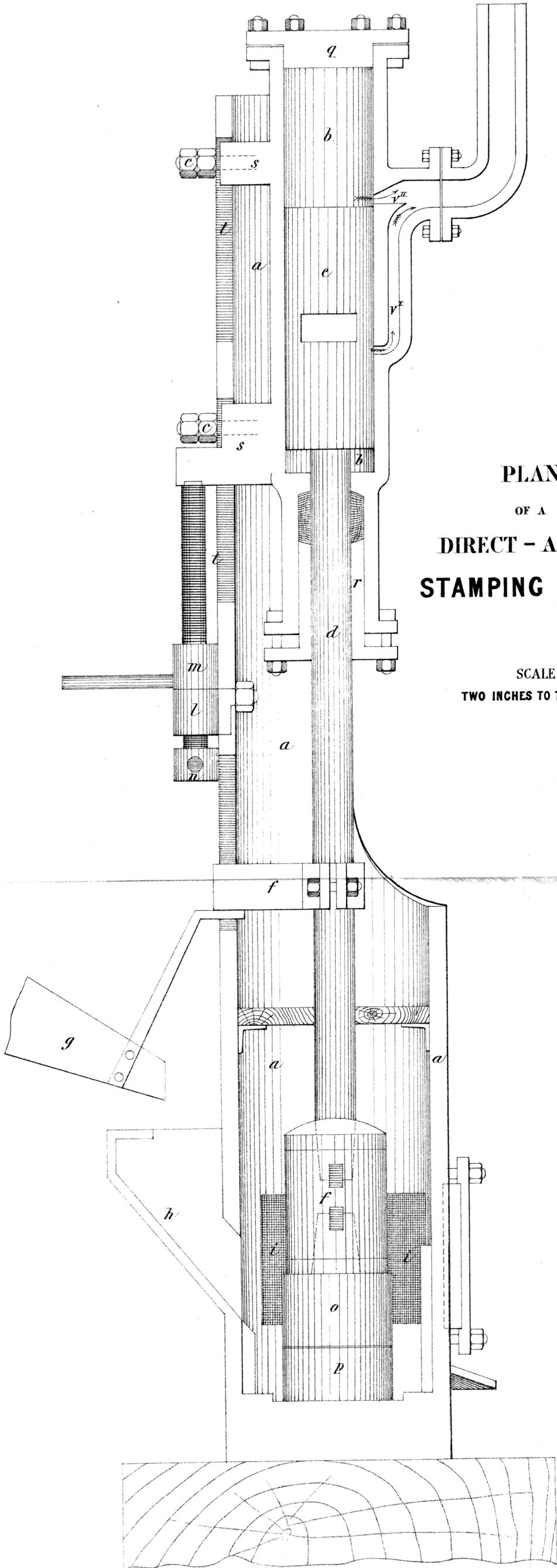
GOTHER K. MANN.
D. C. DALGLEISH.

THE UNDER COLONIAL SECRETARY.

Fig. 1

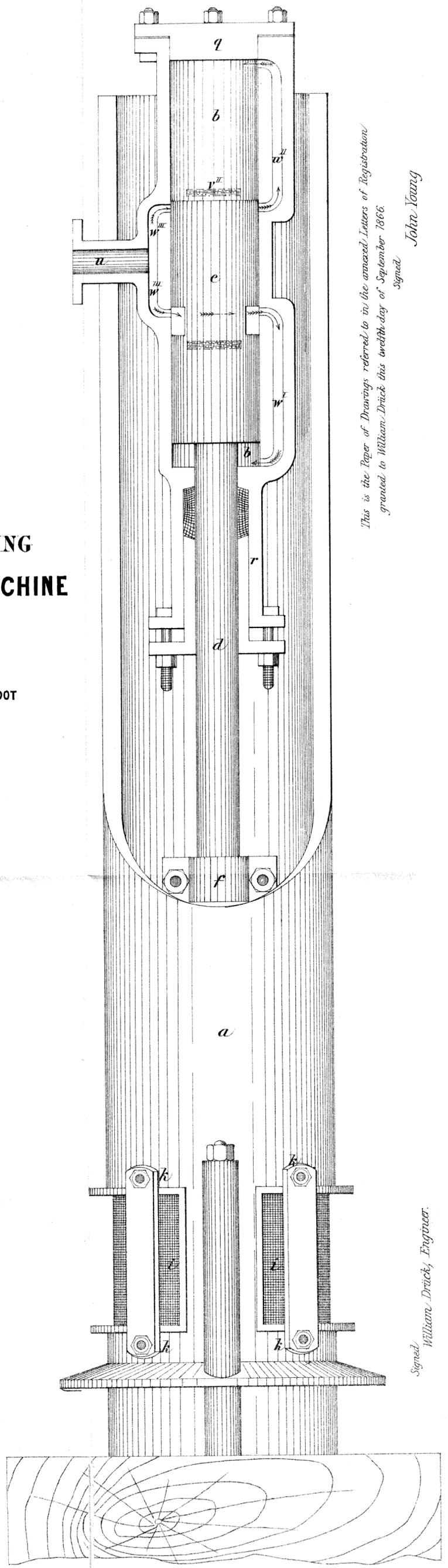
COPY

Fig. 2



PLAN
OF A
DIRECT - ACTING
STAMPING MACHINE

SCALE
TWO INCHES TO THE FOOT



This is the Paper of Drawings referred to in the annexed Letters of Registration granted to William Drück this twelfth day of September 1866.

Signed John Young

Signed William Drück, Engineer.



A.D. 12th September, 1866. No. 140.

PLAIN AND ORNAMENTAL TILES, FOR ROOFING.

LETTERS OF REGISTRATION to Batista Pedrazzi, of an Invention of Plain and Ornamental Tiles, for Roofing.

[Registered on the 15th day of September, A.D. 1866, in pursuance of Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SIR JOHN YOUNG, Baronet, Knight Commander of the Most Honorable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Captain General and Governor-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS BATISTA PEDRAZZI, of the City of Sydney, in the Colony of New South Wales, hath by his Petition humbly represented to me that he is the assignee of Jean Louis Honoré Gentilhomme, of Marseilles, in the Empire of France, who is the author or designer of a certain invention or improvement in manufactures, that is to say, of an invention of "Plain and ornamental tiles, for roofing," which is more particularly described in the specification and paper of drawings which are hereunto annexed ; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteen Victoria, number twenty-four ; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years : And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these

Plain and Ornamental Tiles, for Roofing.

Letters of Registration grant, unto the said Batista Pedrazzi, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said Batista Pedrazzi, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Batista Pedrazzi shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this twelfth day of September, in the year of our Lord one thousand eight hundred and sixty-six.

(L.S.)

JOHN YOUNG.

SPECIFICATION.

THE Australian tile is the perfection of all the roofs hitherto used for edifices and buildings of all kinds. It solves the problem of perfect roofing; it adapts itself with advantage and economy to all sorts of roofs. To solidity and elegance it adds all the qualities requisite and indispensable to a good covering, for although very solid and acknowledged to resist, without inconvenience, and bear the weight and step of the working tiler, it is nevertheless light, and neither overloads nor fatigues, by its gravity, the timber works and the walls which support them, and yet it obviates plainly to the inconvenience and imperfections of all other kinds of tiling materials, at the same time that it completely secures from the inclemencies of the seasons—neither cold nor heat having any action upon this tile; it is of a long duration. It is economical as well on account of its lightness, which admits of less costly timber work and less stronger walls, as on account of the reduction of the surface to be covered, and the advantage of a slope or declivity, reduced to 12 or 14 per cent., sufficient for the flowing of the rain-water, while all other kinds of roof covering require more.

This tile weighs seven pounds, and 112 tiles cover a square yard, which gives a weight of 784 pounds per square yard, whereas the other tiles or slate coverings give a weight of from 240 to 260 pounds per square yard, including the building, which this new tile does not require.

MANUFACTURING.

The manufacture of this tile consists in the use of the common potter's-earth, with the aid of a press to compress it, of combined special matrices and moulds hereinafter described, and which form a part of the present patent, with all its reserves.

MOULDS, MATRICES, AND PALETTES.

There are two pieces to each mould and matrice. It requires a mould and a matrice to form the upper part of the tile, and the same number is required to form the lower part; in all four pieces are therefore necessary.

The moulds are of cast iron, and the inside partitions are coated with plaster of Paris by the means of the matrice and of the press which force the impress of the tile.

The matrices are of copper, or of polished tin, and are instrumental in giving to the plaster contained in the moulds the form and the impress of the tile.

The palettes are of open wood-work, and have the form of the under part of the tile; they are used to support the tile when it leaves the mould, and to carry it to the drying place.

DESCRIPTION OF THE TILE.

The shape of this tile is rectangular; it is larger in front than behind; the greatest part of its surface is flat at each extremity; it is provided with a border—one, called "isoloir border, A," is at the back on the upper part; the other, called "bent border, B," is underneath, and in the front part of the tile. These two borders disappear in the joining. The object of the border isoloir, A, is to prevent the rain-water, which might flow back by the force of the wind, to penetrate the interior. Two holes are bored through (. .) upon the breadth of the border isoloir, A; these holes serve to fix the tile upon the rafters, by means of nails with or without heads, or even by means of wire. Close to the border isoloir A, and at an equal distance from one to the other, are two cleats CC, to bring into subjection the bent border B from the under part of a tile placed above in tile covering. The bent border B clasps the tile upon which it rests, and holds it firmly upon its base; this border has also the same object as the border isoloir A for the prevention of the rain-water from flowing back. The left side of the tile has the form of an arch or bending or full girt D; the opening diameter whereof on the front of the tile is nearly twice the size of the opening at the back, that is to say, that the arch lessens from front to the back to admit of its jointing with the tile which is to be placed above it when used in tile covering. The right side of the tile has on its whole length an edge of an acute angle E, near to which is a parallel listel, also at an acute angle F; this edge and parallel listel form between themselves a channel called "channel of capilarity G" to receive and guide off any rain-water which could ascend again through the force of the wind, whereas finding itself stopped under the arch, can run off without obstacle.

The channel of capilarity is one of the principal improvements for which a total and exceptional reserve of application by this present patent of invention is craved for against any kind and form of tile.

At

Plain and Ornamental Tiles, for Roofing.

At the middle of the tile is placed longitudinally a moulding H, surrounded by an edge; this moulding starts from the fore part of the tile, and ends close to and before the two cleats CC, so as to leave free a space at the bent border B of the tile when placed on the roof. The said moulding H has for its object not only to break the wind in opposing it, to prevent the rain-water to flow on again, but also to strengthen the tile without augmenting its weight. The reproduction in hollow of the moulding H, under the tile (F 2), I, is barred near its extremity by a partition J, which is pierced through by a hole that can be used, if need be, to fix the tile underneath by means of a wire twisted under the rafter. At the hind extremity of the tile, on the left of the arch, is a hollow cut (dotted on the drawing) to admit of the joining together of the tiles. In the fore part of the tile and at its right there is another hollow cut on the side and underneath, having also for its object the aim above-mentioned.

The Australian tiles can be made of various designs and dimensions, large or small, broad or narrow, at the will of the manufacturer; they can be varnished with various colours, or made of common potter's-earth only.

TABLE OF REFERENCE FOR THE DRAWINGS.

A—Border Isoleur.	G—Channel of capilarity.
B—Bent border.	H—Moulding.
C—Cleat.	I—Under part of the moulding.
D—Arch.	J—Partition of the moulding.
E—Edge of acute angle.	. . . Holes for nails or wire.
F—Listel of acute angle.	..... Hollow-cuts.

This is the specification referred to in the annexed Letters of Registration, granted to Batista Pedrazzi this twelfth day of September, 1866.

JOHN YOUNG.

REPORT.

Department of Public Works,
Colonial Architect's Office,
Sydney, 31 July, 1866.

SIR,

In accordance with the instructions conveyed to us by your blank cover communication of the 19th instant, returned herewith, we do ourselves the honor to report that we have examined the tiles proposed to be registered, and compared them with the specification transmitted, and we are of opinion that the form of the *roofing-tile* possesses sufficient novelty of design to justify us in recommending that Letters of Registration should be granted, as applied for.

THE UNDER SECRETARY
FOR PUBLIC WORKS.

We have, &c.,
GOTHER K. MANN.
JAMES BARNET,
Colonial Architect.

{Drawings--one sheet.}

COPY

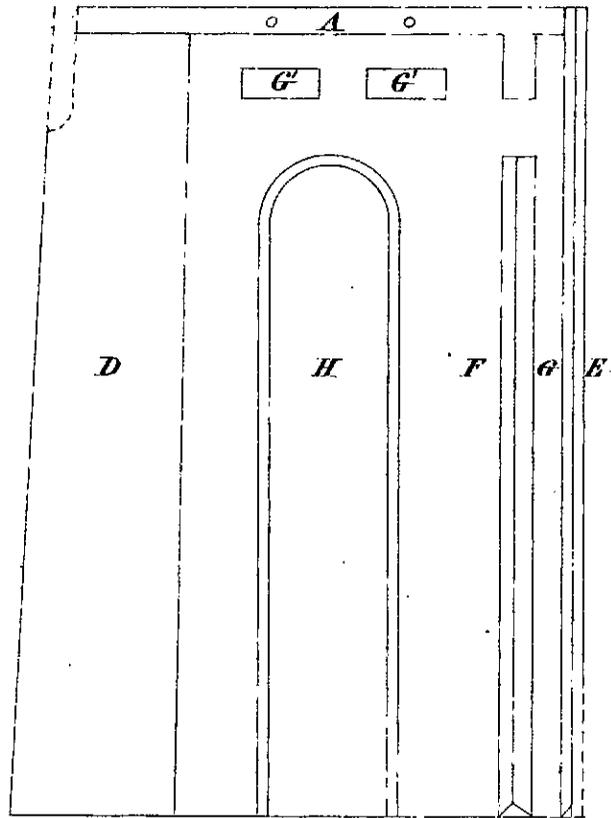


Fig: 1

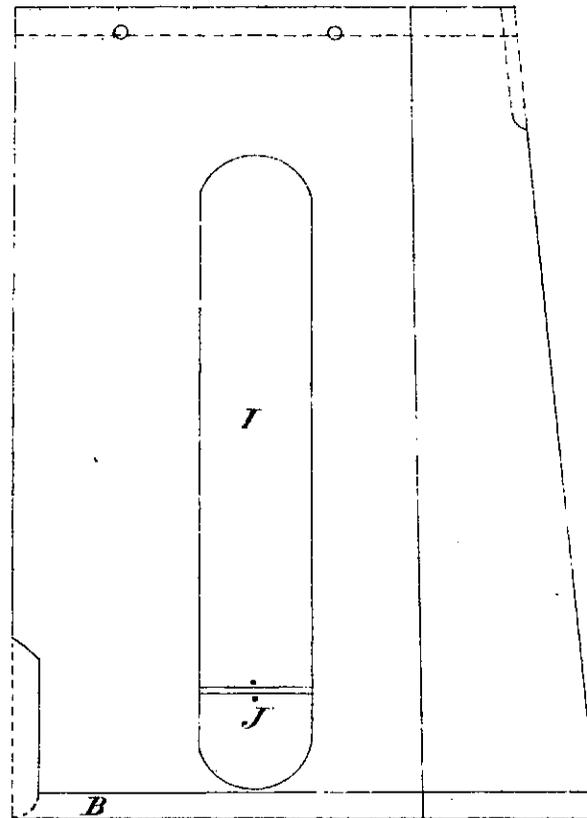


Fig: 2

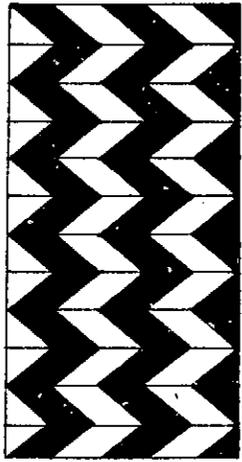


Fig: 1. A.

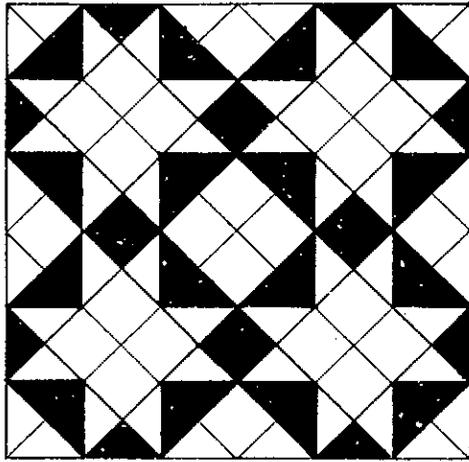


Fig: 2. B.

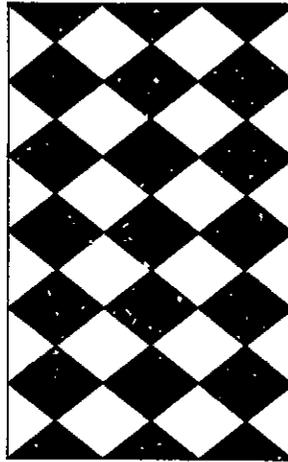


Fig: 3. C.

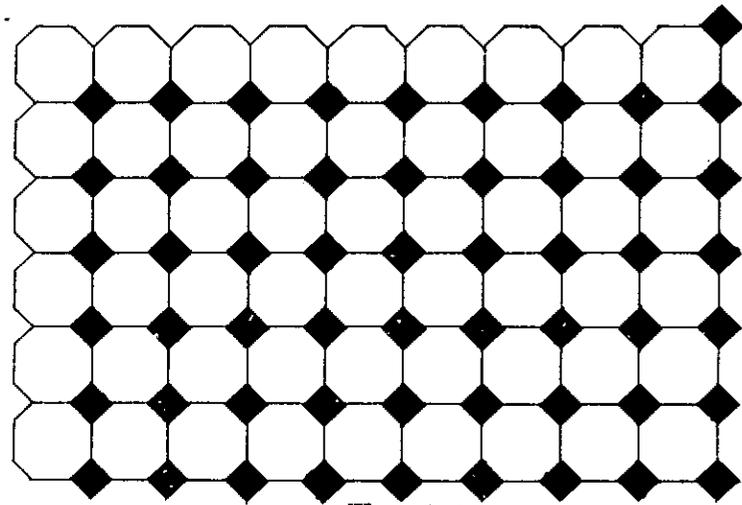


Fig: 4. D.

This is the Paper of Drawings referred to in the annexed Letters of Registration granted to Batista Pedrazzi this twelfth day of September 1866

Signed:

John Young



A.D. 1866, 12th September. No. 141.

COMPOSITION OF THE AUSTRALIAN OINTMENT.

LETTERS OF REGISTRATION to Isaac John Josephson, for Composition of
the Australian Ointment.

[Registered on the 15th day of September, A.D. 1866, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SIR JOHN YOUNG, Baronet, Knight Commander of the Most Honorable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Captain General and Governor-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS ISAAC JOHN JOSEPHSON, of the City of Sydney, in the Colony of New South Wales, gentleman, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, of an invention of a certain ointment designated as "The Australian Ointment," which is more particularly described in the paper hereunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, numbertwenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of

Composition of the Australian Ointment.

Registration grant, unto the said Isaac John Josephson, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said Isaac John Josephson, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Isaac John Josephson shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this twelfth day of September, in the year of our Lord one thousand eight hundred and sixty-six.

(I.S.)

JOHN YOUNG.

COMPOSITION OF THE AUSTRALIAN OINTMENT.

THE leaves only of the following plants:—

The nine indigenous *Gum-trees*, viz:—Red, white, blue, iron-bark, stringy-bark, blood-tree, mahogany, blackbutt, and box.

The geebung and culleebung, and marsh-mallows.

I do not bind myself as to quantities.

I respectfully beg to claim as my invention the use of the above, in connection with lard and beeswax.

I. J. JOSEPHSON.

This is the paper referred to in the annexed Letters of Registration, granted to Isaac John Josephson this twelfth day of September, 1866.

JOHN YOUNG.

REPORT.

Sydney, 20 August, 1866.

SIR,

In compliance with your request we have examined the application of Mr. I. J. Josephson for Letters of Registration for an "Australian Ointment"; and we have now the honor to report as follows:—There being no specification accompanying Mr. Josephson's original application, we have requested him to furnish us with one, and it is now appended to his petition, returned herewith. With this addition we see no legal objection to the prayer of the petition being granted.

THE HONORABLE
THE COLONIAL SECRETARY.

We have, &c.,
J. SMITH.
ISAAC AARON.



A.D. 1866, 8th October. No. 142.

BURMEISTER'S ROLLER SKATE.

LETTERS OF REGISTRATION to Leipold Burmeister, for Improvements in the construction of Roller Skates.

[Registered on the 9th day of October, A.D. 1866, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SIR JOHN YOUNG, Baronet, Knight Commander of the Most Honorable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Captain General and Governor-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS LEIPOLD BURMEISTER, of Melbourne, in the Colony of Victoria, watchmaker, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, of an invention for "Improvements in the construction of roller skates," which are more particularly described in the specification and paper of drawings which are hereunto annexed ; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four ; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention might be secured to him for a period of fourteen years : And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said Leipold Burmeister, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said Leipold Burmeister, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for

Burmeister's Roller Skate.

and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Leipold Burmeister shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have herewith set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this eighth day of October, in the year of our Lord one thousand eight hundred and sixty-six.

(L.S.)

JOHN YOUNG.

SPECIFICATION of Leipold Burmeister, of Melbourne, in the Colony of Victoria, watchmaker, for an invention entitled "Improvements in the construction of roller skates."

My invention consists of an improved mechanical construction of roller skate, whereby they may be easily guided, and the speed checked when required. They are also much safer to wear, that is, the wearer is much less likely to fall than in the use of any other kind of roller skates.

Referring to the drawings hereto annexed (where the same letters indicate the same parts wherever they occur), figure 1 is a side view of my skate. Figure 2 is a bottom view, that is supposing the skate to be turned bottom upwards. Figure 3 shows a separate view of the framing of the front wheels, marked K, in figures 1 and 2. Figure 4 shows a separate view of the framing of the back wheels, marked K, and also the brakes, marked P, in the same figures above referred to. Figure 5 shows a separate view of the framing that supports the brake wheel R, the upper part of which it will be seen fits into the slot marked S, in figure 4, where it is kept in position by means of a pin or screw.

I first provide a skate sole A, made of any suitable material, and of a proper shape, to which I screw the brass sole plates B, in the relative position shown. I then affix two pieces of thin metal, marked C, to the skate sole in the position shown. I then screw the two brass pieces D in the position shown. Their inner edges are bevelled so as to form a groove for the reception of the slides E of the screws F, which I then place in their position, and through the extremity of which the levers G pass. To each of the sole plates I attach a steel joint H, which fits into a rotating pivot I, which is fastened in its place by means of a screw passing through it, and the framing K, and having a nut underneath. I then place the rollers L, and the forked end of the lever or rod M, in the position they are to occupy, as shown in figure 2, and pass the axle N through the framing, the bushes or bearings of the rollers, and the eyes prepared for its reception in the forked end of the lever or rod; and when placed in its position I fasten it to its place by means of a pin O, the other end having a head to prevent it passing beyond the position required. The ends of the levers or rods I then pass through the bearings at the extremity of the screws F. There is now only the arrangement for applying the brake to be added. Before fixing the framing K of the back rollers in its position, I affix two pieces of steel P, in the position shown in figure 1, having a piece of leather attached to its inner side, so as to act as a brake when pressed against the roller. I then attach the framing Q, of the brake roller R, to the end of the framing K of the back rollers at S, to which it is connected by means of a pin or screw. At the back of the framing of this brake roller I have an eye T cast, to which I attach one end of a spring U, the other end being connected to a bar V, which itself connects the two brakes together. The screws F consist of a male and female screw, the upper portion *a* being the male screw, and the lower portion *b* being the female screw. This is for the purpose of extending them, or *vice versa*; by extending them the motion of the lever or rod G is increased, and consequently a greater curve can be given to the rollers; this however is not the principal means of obtaining the required circular motion, which I regulate by means of the screws F, working in the groove D. When I desire to allow the skates to describe a circle of the smallest radius, I place these screws in the position shown in dotted lines in figure 1, that is, as near as possible to the axle of the rollers, and when I desire to allow them to describe a circle of the largest radius, I place them as near the ends of the levers G as possible, but in any case these screws should be placed at similar distances from the end of the respective levers which work in them. There is a pin *c*, cast to each framing K, and fits between the two pieces of thin metal C, so that when the sole of the skate is inclined by the skater on one side or the other, there is a continual tendency in the skate sole to revert to its original horizontal position.

If desired, there might be only one fixed screw F placed at an equal distance from the axle of each set of rollers, and through which the rods or levers G (which would have to be made a little longer than at present) might both pass, and there would then be only one means of increasing the amount of curvature at which they might be made to travel, viz., by lengthening the screw.

The rods or levers G might be connected to the framing K of the rollers, if so desired, but I prefer to have them as shown.

I prefer to have the rollers made of ebony. The axle N, the male screw *a*, the metal pieces C, the springs P, the pivots I, the straight portion of the levers G, and the bar V, of steel, and the other portions of brass, except of course any pins or screws that may be used, although these materials may be varied and their shape altered or modified without departing from the nature of my invention.

My skates being fastened to the foot in any approved way will be found to work much more freely, will describe a circle of a much smaller radius, and will be much safer to wear than any others at present known. In order to cause them to describe a curve it is necessary only to exert a little more pressure on the one side of the skate sole than on the other. If the skater is travelling, say in a northerly direction, and desires to alter his course westerly, he must press on the western side of one or both skates, according to whether he travels on one or both. This is usually accomplished by skaters giving an inclination of their body in the direction they wish to travel. If he desires to check his speed he must press on the heel of the skates, lifting the front rollers off the ground, so as to rest on the brake roller R, which has a tendency to travel from the skate. This tendency is overcome by the power of the spring U, which however, must

of

Burmeister's Roller Skate.

of necessity feel the strain which it communicates to the bar V, whereby the brakes are compelled to press against the back rollers, and thus retard and ultimately stop the progress of the skater. There is this other advantage connected with this brake roller, that where one skater comes accidentally into collision with another (and it is not an uncommon occurrence in skating rinks) the skater is greatly supported by it, as the general rule is for the skates to run forward from under the feet, and throw the skater on his back, in some cases resulting in serious accidents.

What I claim is—

- 1st. The improved mechanical arrangements for guiding roller skates, substantially as herein described and explained, consisting of the grooves D, the screws F, the levers G, the steel joint H, the pivot I, and the framing K.
- 2ndly. The novel mechanical arrangements for checking the speed of the skater when required, substantially as herein described and explained, consisting of the steel pieces P, the framing Q, the brake roller R, the spring U, and the bar V.
- 3rdly. I claim the application of brakes to the rollers of roller skates, whereby a greater degree of safety and comfort is attained.

In witness whereof I, the said Leipold Burmeister, have hereto set my hand and seal, this fifth day of July, one thousand eight hundred and sixty-six.

LEIPOLD BURMEISTER.

This is the specification referred to in the annexed Letters of Registration, granted to Leipold Burmeister this eighth day of October, 1866.

JOHN YOUNG.

REPORT.

Sydney, 14 September, 1866.

SIR,

In compliance with your request we have examined the specification of Mr. Leipold Burmeister, for "Improvements in the construction of roller skates," and we have now the honor to report that we see no objection to Letters of Registration being granted, as desired.

THE HONORABLE
THE COLONIAL SECRETARY.

We have, &c.,
J. SMITH.
JOHN WHITTON.

[Drawings—one sheet.]

No. 143.

[Assignment of No. 114. See p. 71 of Return ordered to be printed by Legislative Assembly on 9th January, 1868.]

COPY

BURMEISTER'S PATENT ROLLER SKATE

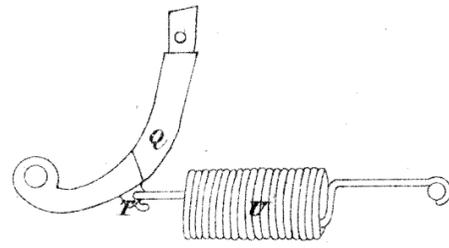


Fig: 5

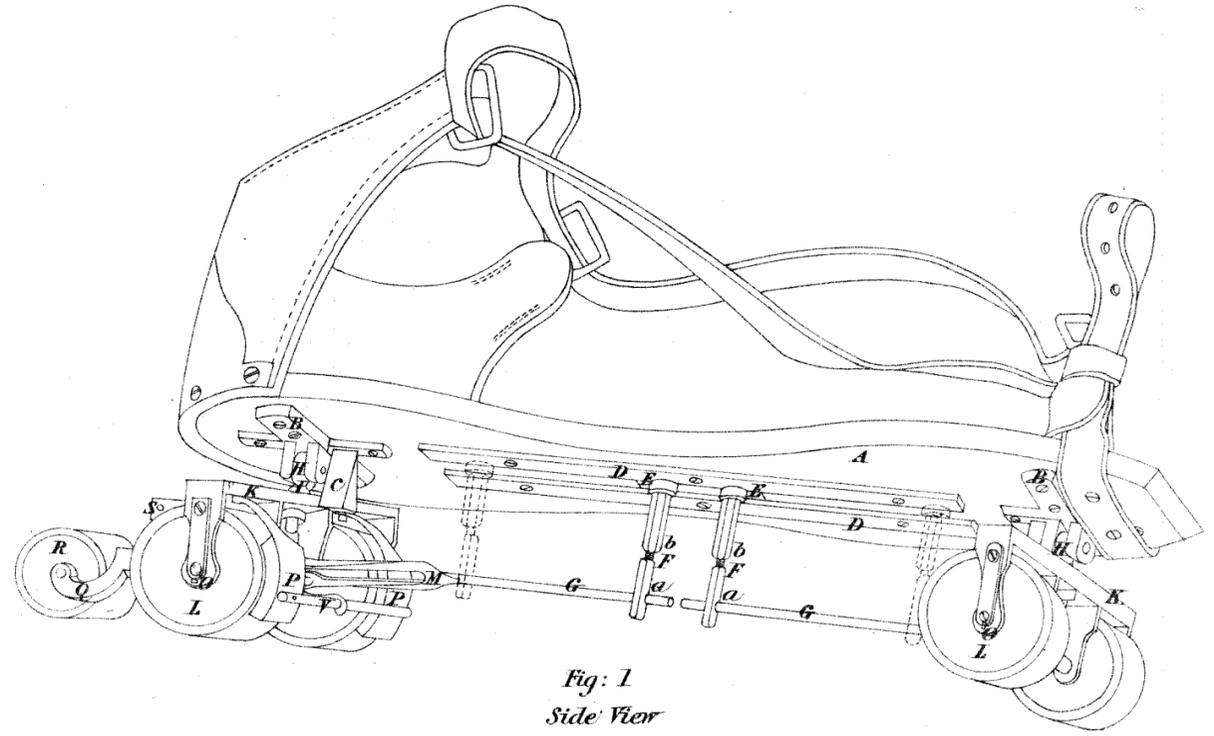


Fig: 1
Side View

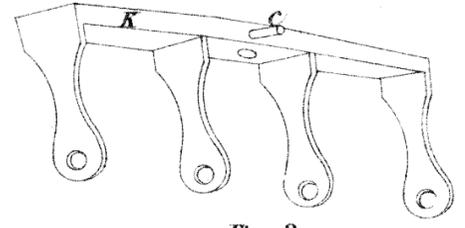


Fig: 3

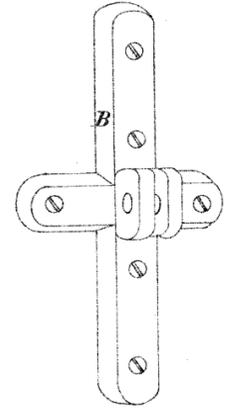


Fig: 6

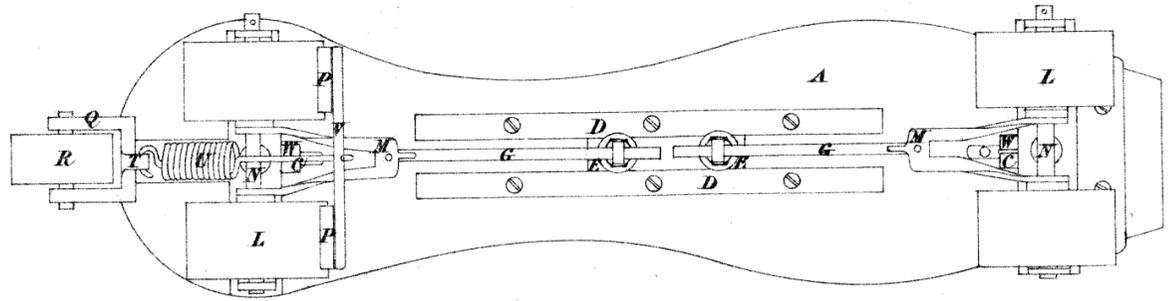


Fig: 2

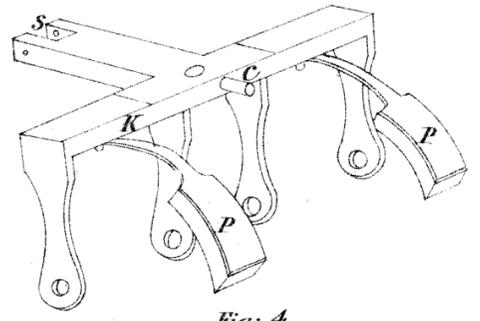


Fig: 4

This is the Paper of Drawings referred to in the annexed Letters of Registration granted to Leopold Burmeister this eighth day of October 1866

*Signed,
John Young*



A.D. 1866, 6th November. No. 144.

**THE USE OF PULVERIZED EARTH IN THE PLACE OF WATER, AS APPLIED
TO CLOSETS, &c.**

LETTERS OF REGISTRATION to Frederick George Moule, for an Invention for
the use of Pulverized Earth in the place of Water, as applied to Closets, &c.

[Registered on the 7th day of November, A.D. 1866, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SIR JOHN YOUNG, Baronet, Knight Commander of the
Most Honorable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of St.
Michael and St. George, Captain General and Governor-in-Chief of the Colony of New South Wales,
and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS FREDERICK GEORGE MOULE, of the City of Melbourne, in the Colony of Victoria,
hath by his Petition humbly represented to me that he is the agent of Henry Moule, of Fordington, in the
County of Dorset, in England, Clerk in Holy Orders, who is the author or designer of a certain invention
or improvement in manufactures, that is to say, of a certain invention for "The use of pulverized earth
in the place of water, as applied to closets, commodes, or privies, as a cleansing and deodorizing agent,"
which is more particularly described in the particulars of specification and paper of drawings which are
hereunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the
said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting
these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and
hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoy-
ment and advantage of the said invention or improvement might be secured to him for a period of fourteen
years: And I, being willing to give encouragement to all inventions and improvements in the arts or
manufactures which may be for the public good, and having received a report favourable to the prayer of
the said Petition, from competent persons appointed by me to examine and consider the matters stated
therein, and to report thereon for my information, am pleased, with the advice of the Executive Council,
and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by
these Letters of Registration grant, unto the said Frederick George Moule, as such agent as aforesaid, his
executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or
improvement for and during the term of fourteen years from the date hereof,—to have, hold, and exercise
unto the said Frederick George Moule, as such agent as aforesaid, his executors, administrators, and assigns,
the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen
years from the date of these presents next and immediately ensuing, and fully to be complete and ended:
Provided always, that if the said Frederick George Moule, as such agent as aforesaid, shall not, within

The use of Pulverized Earth in the place of Water, as applied to Closets, &c.

three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this sixth day of November, in the year of our Lord one thousand eight hundred and sixty-six.

(L.S.)

JOHN YOUNG.

PARTICULARS OF SPECIFICATION TO ACCOMPANY DRAWINGS.

MOULE'S PATENT EARTH-CLOSETS.

THE right sought to be reserved by this Patent consists in the application of machinery adapted to the scattering of dry earth upon human or other excrement, in portable commodes or buildings erected for such purpose, and are of two kinds:—

First,—Self-acting, where in the act of rising from the seat, by the person using such earth-closet, causes the earth to scatter in sufficient quantity upon the excrement in the receptacle under the seat.

Second,—With lever pull, and without self-acting seat, requiring the person using such closet to draw the handle upward whenever it is desired to scatter earth in the receptacle.

The machinery by which this is accomplished is best illustrated by the diagram hereunto annexed. A is the hopper, containing the dry pulverized and sifted earth, replenished, as circumstances require, from the top. B, the fan acted upon by the movement of the seat, or the lever pull by rack at side, revolves and throws a sufficient quantity of earth into the shoot. C, which carries it over the spot requiring deposit, and by the holes in the lower part and from the end spreads it over the excrement. D is a pan to the receptacle and shoot.

The receptacles are in various forms of iron and wood, with and without wheels, and with and without handles.

FREDERICK G. MOULE.

These are the particulars of specification referred to in the annexed Letters of Registration granted to Frederick George Moule, as the agent of Henry Moule, this sixth day of November, 1866.

JOHN YOUNG.

REPORT.

Department of Public Works,
Colonial Architect's Office,
Sydney, 14 September, 1866.

SIR,

In accordance with instructions conveyed in your blank cover minute of 4th instant, on the enclosed application from Messrs. M'Carthy, Son, and Donovan, on behalf of Mr. F. G. Moule, for Letters of Registration,—

We do ourselves the honor to report that we have examined the plan and specification for the application of machinery adapted to the scattering of dry earth upon human or other excrement in portable commodes or buildings erected for such purpose, and we are of opinion that it is of sufficient novelty to warrant Letters of Registration being granted for the same.

We have, &c.,
JAMES BARNET,
Col. Archt.
JAMES C. COX, M.D.

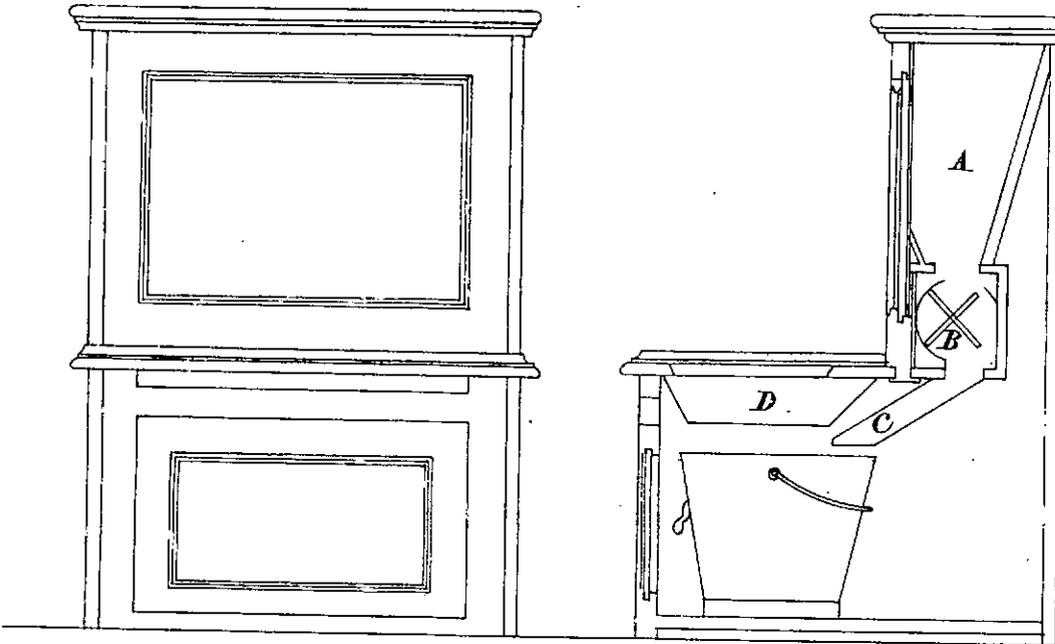
THE UNDER SECRETARY
FOR PUBLIC WORKS.

[Drawings—one sheet.]

COPY

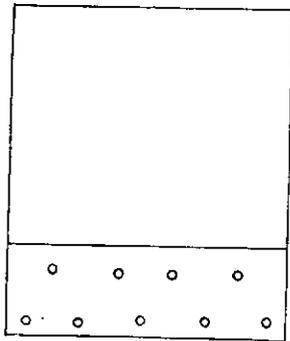
PATENT EARTH CLOSET

This is the Paper of Drawings referred to in the annexed Letters of Registration granted to Frederick George Moule as the agent of Henry Moule this sixth day of November 1866
Signed John Young



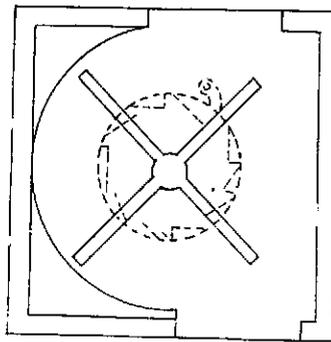
Elevation

Section



Shoot

Enlarged



Barrel & Rack

Signed:

Frederick G. Moule



A.D. 1866, 4th December. No. 145.

**IMPROVEMENTS IN CERTAIN PORTIONS OF THE PROCESS OF TREATING
AURIFEROUS ORES, FOR THE PURPOSE OF EXTRACTING THE PRECIOUS
METALS CONTAINED THEREIN.**

LETTERS OF REGISTRATION to Henry Alderson Thompson, for an Invention
of Improvements in certain portions of the process of treating Auriferous Ores,
for the purpose of extracting the precious Metals contained therein.

[Registered on the 6th day of December, A.D. 1866, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SIR JOHN YOUNG, Baronet, Knight Commander of the
Most Honorable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of
St. Michael and St. George, Captain General and Governor-in-Chief of the Colony of New South
Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS HENRY ALDERSON THOMPSON, of the City of Melbourne, in the Colony of Victoria,
engineer, hath by his Petition humbly represented to me that he is the author or designer of a certain
invention or improvement in manufactures, that is to say, of an invention of "Improvements in certain
portions of the process of treating auriferous ores, for the purpose of extracting the precious metals con-
tained therein," which is more particularly described in the specification and paper of drawings, which are
hereunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of
the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of
granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number
twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby
the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for
a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements
in the arts or manufactures which may be for the public good, and having received a report favourable to

Improvements in certain portions of the process of treating Auriferous Ores, &c.

the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said Henry Alderson Thompson, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement, for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said Henry Alderson Thompson, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Henry Alderson Thompson shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this fourth day of December, in the year of our Lord one thousand eight hundred and sixty-six.

(L.S.)

JOHN YOUNG.

SPECIFICATION of Henry Alderson Thompson, of Melbourne, in the Colony of Victoria, engineer, for an Invention entitled "Improvements in certain portions of the process of treating auriferous ores, for the purpose of extracting the precious metals contained therein."

My invention consists, 1st.—In certain improvements in percussion tables, for the purpose of concentrating the auriferous material; and 2ndly,—In certain improvements in inclined reverberatory furnaces for roasting such concentrated material or other sulphurets, &c., with the ultimate view of extracting the precious metals contained therein. And in order that my invention may be more distinctly understood, I will proceed to describe:—

1st.—My improvements in percussion tables: In the percussion table, now largely used in ore dressing, the material on the table forms a hard bank, which impedes the tendency of the heavier ores to concentrate, and in consequence the sands or slimes operated on have to be dressed several times before they are brought to a sufficient degree of richness. This repeated dressing adds considerably to the expense, and in each manipulation a loss of ore occurs. These drawbacks render the percussion table in its present form inapplicable to the separation of gold ores, and the object of the present improvements is to remedy these defects.

The plan I propose is to keep the material on the table in a loose state, by means of stirrers, and thus to allow of a more perfect concentration with less loss at one dressing than can be obtained on the plan now used by means of several dressings.

These stirrers may be made of wood, iron, or any other suitable material, and may be either fixed while the table is put in motion, or may be in motion while the table is fixed, or both may be in motion.

The tables may be of any form that may be preferred, and the percussion blows may be given in any way.

They may be worked continuously or in charges, and the improvements are intended to be applied to separation of gold, or gold-bearing ores from sand tailings or other material; and to the dressing of the ores of all other metals.

These improvements will be clearly understood by the following description, reference being had to the drawings hereto annexed, and to the letters and figures marked thereon, which indicate the same parts wherever they occur in the several figures representing these improvements:—

Fig. 1 is a side view (with the supports N removed) of a percussion table, with my improvements attached. Fig. 2 is an end view of same. Fig. 3 is a view of same in isometrical perspective; and fig. 4 is an inside view of the upright beams, forming the end portion of framing A, showing the method of connecting the side bearers N thereto.

A is the ordinary framework, B is the percussion table ten feet long by four and a half feet in breadth, with sides four inches high, constructed of inch planking, and the inner surface covered with boiler plate; C is the head, which consists of a solid triangular wooden block two feet at its base, and one foot in height at its extremity, thus having a surface with an inclination of twenty-two and a half degrees; D is the framing of the table which is let into the head C, and strongly braced thereto. The sides of the table, when approaching the head, have a gradual inclination, so that they reach the level of the top of the head as shown.

This table is swung on four chains E, with regulating screws on each, in order to adjust the lateral level of the table. The chains at the foot of the table pass over a roller F, fixed to the framing, and acted upon by levers G, as shown, for the purpose of raising or lowering it, as may be required, and are attached to a hook at the side of the table, whilst the head chains are attached to a rack H, in order to permit of the inclination of the chains being altered when required; for instance, by increasing the inclination of the chain the table is brought back with a sharper blow, and the effect of the percussion increased. I is the distributing board, having the usual triangular distributing pieces as is well understood, and upon which the material to be treated is fed; K is a lever working on its axis *a*, L is a cam working on camshaft, which is made to revolve as often as is required. This cam presses against the extremity of the lever K, and pushing it away from the framing causes the lower end, which rests against the head of the table, to push the table away from the block M to the extent of the stroke of the cam, when it falls back by its own gravity against the block, and thus receives the percussive blow.

Improvements in certain portions of the process of treating Auriferous Ores, &c.

I now proceed to describe the distinctive feature of these improvements, namely, the application of the stirrers:—To the main framing of the table I attach side bearers N, which act as supports for the stirrer; frame OP are transverse pieces running across from side to side of the stirrer frame, and have axles turned on their ends so as to permit of their working loosely in their bearings, which they are required to do, in order to enable the stirrers Q (which are affixed to these pieces) to adapt themselves to the motion and consequent alteration of position, which the table assumes from time to time. R is a screw which passes through the main framing, and having a handle S for the purpose of pushing the stirrer-frame nearer the head of the table or *vice versa*, as the case may require; for instance, suppose the stroke of the table should be lessened, then it would be necessary that the stirrers should be nearer the head than before. The stirrers on transverse pieces marked 1, 2, 3, and 4, I make of quarter-inch nail rod, whilst the others may be made lighter. All the stirrers are eighteen inches in length, and are set an inch and a half apart; they have a slight curve at the lower end, as shown, in order to enable them the better to adapt themselves to their work. The stirrers on transverse piece 1 should just reach to, and their extremity rest upon, the lower end of the incline, formed by the head C. The stirrers on transverse piece 2 should be fixed so as to be opposite the spaces between the stirrers in the front row, and those on transverse piece 3 opposite the corresponding spaces of those immediately in front of them, and so on through the whole series, in order to accomplish with greater certainty and effect the desired result, namely, to keep the material loose, and thus prevent the formation of a bank. The transverse pieces should be nine inches above the table, and six inches apart, if a six-inch blow be given to the table. Their distance apart must be regulated by the blow given to the table; if the blow be more than six inches, the spaces between the transverse pieces must increase in exactly the same ratio.

I will now proceed to describe the method of working “continuously”. I first raise the lower end of the table (by means of roller L, acted upon by lever G) about an inch above the level, and I then commence to supply the distributing board with the material to be operated upon, and the necessary amount of water, and so continue until there is about two and a half inches depth of material at the lower end of the incline formed by the head. I then gradually lower the table in such a manner as to preserve this depth of material constantly; when the table is sufficiently charged with the material concentrated, the supply is cut off, and a stream of clean water is admitted, at the rate of twelve gallons per minute, and continued until there is a good concentration of material at the head of the table, the foot of the table having been meanwhile gradually lowered to a sufficient extent to allow of the waste material being washed away, such lowering not being in any case more than to the extent of one inch below the level. (The fact of the table being “sufficiently charged” and the “good concentration” referred to must depend entirely on the opinion and skill of the operator; and the time it would take to “sufficiently charge” the table must depend upon the richness of the material treated.) The supply of clean water is then cut off, and the action of the table stopped; the transverse pieces 1, 2, and 3 are lifted out, and the material lying on the table, from whence they have been removed, is taken out and subjected to suitable treatment for the extraction of the precious metals. I then replace the stirrers, elevate the foot of the table about three inches above the level, cause the percussive action of the table to be renewed, and supply the distributing board with fresh material. The result is, that the material which remained on the table returns (after a few percussions) to the head, where it is again subjected to the action of the table, together with the fresh material. The foot of the table is then gradually lowered, as before referred to, always preserving the two and a half inches depth of material at the head, as I have already stated.

Instead of working continuously, as just described, it may be necessary or preferable at times to work in “charges,” in which case the lower end of the table must be raised to a sufficient height, to allow the table to hold the charge which should be placed at the head, as much water being continuously supplied as would keep the material loose. The table should then be put in motion, and kept at work until the valuable material was concentrated at the head, when the foot should be gradually lowered, and the waste material washed off with an increased supply of water, when the front stirrers could be lifted out and the concentrated material removed as before.

I prefer to work in the way that I call “continuously” with a table made of the size mentioned, to give the table a six-inch blow forty per minute; and I believe that the quantity of material that can be most beneficially treated under these circumstances is twelve hundred-weight per hour, supposing the material to have passed through a wire grating of twelve wires to the linear inch, and to this I would use thirty gallons of water per minute, that is, about three-fourths of the quantity which I think proper to be used in stamping this amount of material. If the material is crushed finer than what I have indicated, or if fine slime or schlick is to be treated, it would be necessary to have a less supply of water and a shorter and quicker blow given to the table.

2ndly. My improvements in inclined reverberatory furnaces: These improvements are designed for the purpose of decomposing the sulphurets and other baser metals which impede the extraction of the gold contained in the concentrated material before referred to, or in any other auriferous ores, by means of oxidation, and consists of an improved reverberatory furnace, whereby the gaseous matters of the fuel are consumed, and an amount of heated air is thrown into the furnace at a dull red heat, or as near thereto as can be practically obtained with economy. My improvements will be better understood, on reference to the drawings hereto annexed, and to the letters and figures marked thereon, which indicate the same parts whenever they occur in the several figures representing these improvements. Fig. 5 shows a longitudinal section of my furnace and arrangements connected therewith. A is the bed of the furnace, which is here shown at an incline of about thirty-five degrees, being the inclination which will be most generally used, as the greater proportion of dried and crushed auriferous ores will gradually slide at this degree of inclination, although in some cases the inclination might be varied from ten to sixty degrees. The bed may be from thirty to sixty feet in length, although I prefer the latter length, as it will do a great deal more work without any increase in the amount of fuel consumed; it is shown in the drawings fifty feet long, and the proportionate width of such a furnace would be about five feet, and the height eighteen inches at the lower, and sixteen inches at the upper, extremity of the furnace. B is the fire-place, three feet by five feet, which may be fired in the usual way, or have a sliding door and be fired from the top. C is the bridge between the furnace and the fire, which I propose making hollow, and of cast-iron (although brick might perhaps answer as well), communicating with the blast passed through the fire-bars. D is the fire brick, capping the top of

Improvements in certain portions of the process of treating Auriferous Ores, &c.

of the bridge; E is the space for heating the cold blast before it passes through the hollow fire-bars F into the hollow bridge C, and has an opening into the furnace at H, to allow a portion of the air to escape and play over the top of the fuel, and consume the gaseous matters exhaled therefrom. I are stops about one and a quarter inches high, laid across the bed of the furnace at intervals of from three to five feet, here shown as four feet apart. J is the flue, communicating with a condensing chamber intended to prevent the escape of the noxious fumes; K is an opening, about three inches wide between the bridge and the bed of the furnace, for discharging the material after it has been sufficiently roasted. Fig. 6 shows a section inside the bridge, L being the openings on the bridge for the passage of the heated air between the brick capping of the bridge and the level of the furnace-bed, which escapes in the direction indicated by the arrow marked on figs. 5 and 8. Fig. 7 is a plan, and fig. 8 is a section, of the fire-place and air flues; E is the air flue for hot or cold blast, communicating with furnace by opening at H, and with the hollow bridge C through hollow fire-bars F. The escape or discharge slit is shown at K. An additional heating surface for air may be made at the end, as shown in dotted lines at M, and it might be still further increased by carrying the blast down flues in the wall of the furnace, the whole length of the inclined bed.

The mode of operation is as follows:—The furnace having been supplied by any convenient method, with a sufficient quantity of material to be roasted, and the fire having been made to a sufficient heat, the material is allowed to remain until that portion of it contained between the first and second stop be sufficiently roasted, when the first stop, or that one nearest the fire, is raised, and the contents allowed to discharge itself through the opening K; the second stop is then raised and (the first stop having been replaced) the material between the second and third stop takes the place of that previously discharged, and so on through the whole length of the furnace; the amount of material contained between each of the stops representing a separate charge, that one nearest the fire being completely roasted, and the furthest most being raw sand. I propose lifting these stops by means of eccentrics, one on each side of the furnace, which are to be attached to the stops and work in the side of the furnace; to the eccentrics an arm is to be attached, which when moved will raise the stop from the bed of the furnace, and the sand will then slide down until the bar is brought down again. These may be either worked separately, or all connected to a bar. Another plan is to have slots in the furnace, and lift all the bars at once by a lever, dropping them again as soon as a charge has time to run out. I would here remark (although I do not claim it as any part of my invention) that an endless rake might possibly be used with advantage in some cases, and could be applied in the following way:—Fix two pulleys working in the side walls of furnace, for carrying an endless chain working in slots in the wall, having cross bars attached, which resting on the bed of the furnace would rake it down when the pulleys were set in motion, or a hand rake might be used from the end of the furnace, passing through the back wall of the flue over a friction wheel, and the other end attached to the axles of two small wheels running on the bed of the furnace, and connected with a loose scraper, which would catch the sand and push it before it on the rake being thrust down, and would rise on its being drawn back.

It is evident that the greater part of the mechanical arrangement of the percussion table, which I have shown in the drawings and described herein, is not new, and I have merely set them forth thus fully and plainly, in order to prevent any misconception as to the method of working and manner of applying my improvements. Respecting the percussion table therefore, I disclaim all the parts, except those referred to in the second claim; and these parts which I have excepted might be made of different material to that shown in the drawings, without departing from the nature of my invention, although I have shown what I believe to be the best and most suitable for the purpose.

The precise details of the furnace might also be varied without departing from the nature of my invention.

What I claim therefore is,—

- 1st.—The use and application of stirrers fixed or in motion (for the purpose of keeping the material under operation loose) to a table or other apparatus, where the concentrating action is produced by means of percussion, without reference to the manner in which such percussion may be applied or obtained; by which means the percussion blow is allowed and assisted to produce its maximum effect in concentrating the gold or ore to be dressed.
- 2nd.—The particular method of carrying out my improvements as herein referred to, and illustrated in the drawings hereto annexed, and distinguished by the letters N O P Q R S in figs. 1, 2, and 3.
- 3rd.—The use of inclined reverberatory furnaces, either with or without a hot or cold blast, and without restriction to the amount of inclination (although I have stated what I consider most beneficial); and
- 4th.—The arrangement of parts in connection therewith, for the purpose of roasting auriferous ores substantially, as herein described and explained.

In witness whereof I, the said Henry Alderson Thompson, have hereto set my hand and seal this eleventh day of September, one thousand eight hundred and sixty-six.

H. A. THOMPSON.

This is the specification referred to in the annexed Letters of Registration, granted to Henry Alderson Thompson this fourth day of December, 1866.

JOHN YOUNG.

Improvements in certain portions of the process of treating Auriferous Ores, &c.

REPORT.

Sydney, 3 November, 1866.

SIR,

In compliance with your request we have examined the specification and drawings of Mr. H. A. Thompson's "Improvements in certain portions of the process of treating auriferous ores, for the purpose of extracting the precious metals contained therein"; and we have now the honor to report that we see no objection to Letters of Registration being granted, as desired.

We have, &c.,

THE HONORABLE
THE COLONIAL SECRETARY.

J. SMITH.
E. O. MORIARTY.

[Drawings—one sheet.]

(COPY)

H.A. THOMPSON'S PATENT

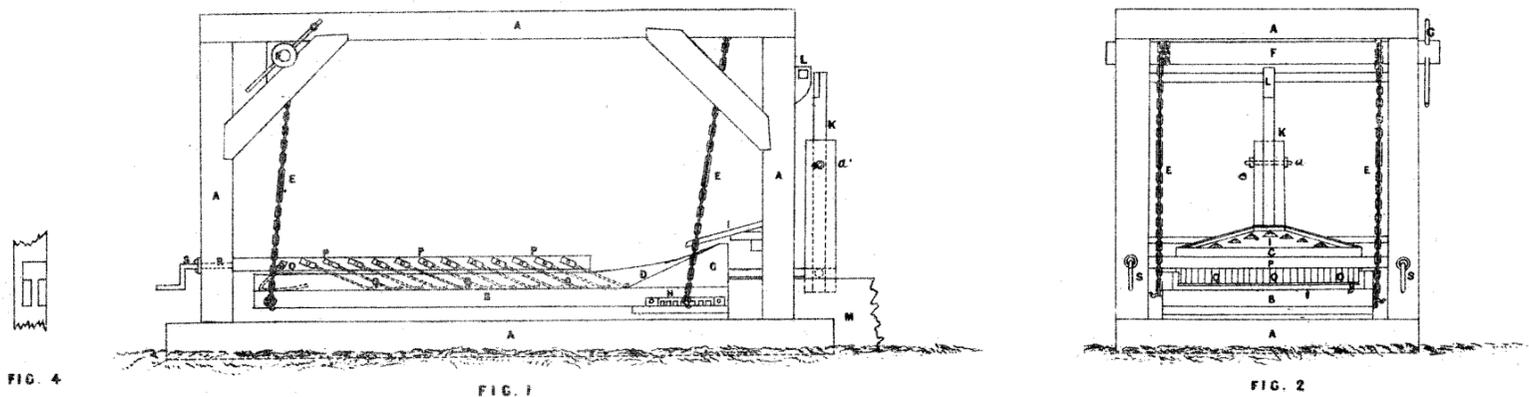


FIG. 4

FIG. 1

FIG. 2

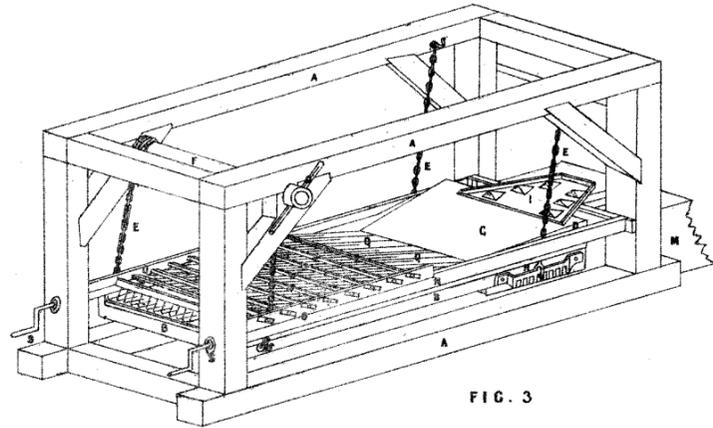
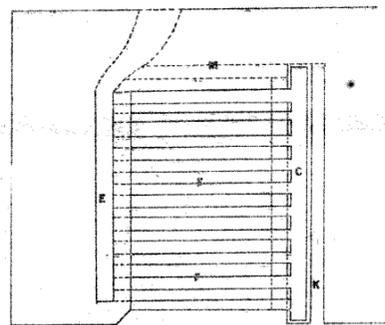
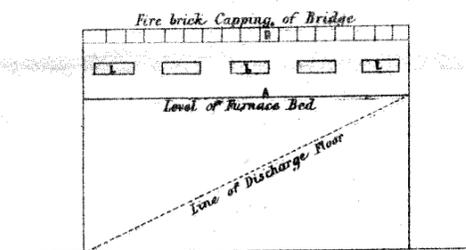


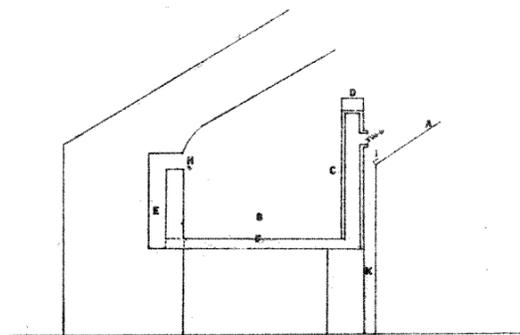
FIG. 3



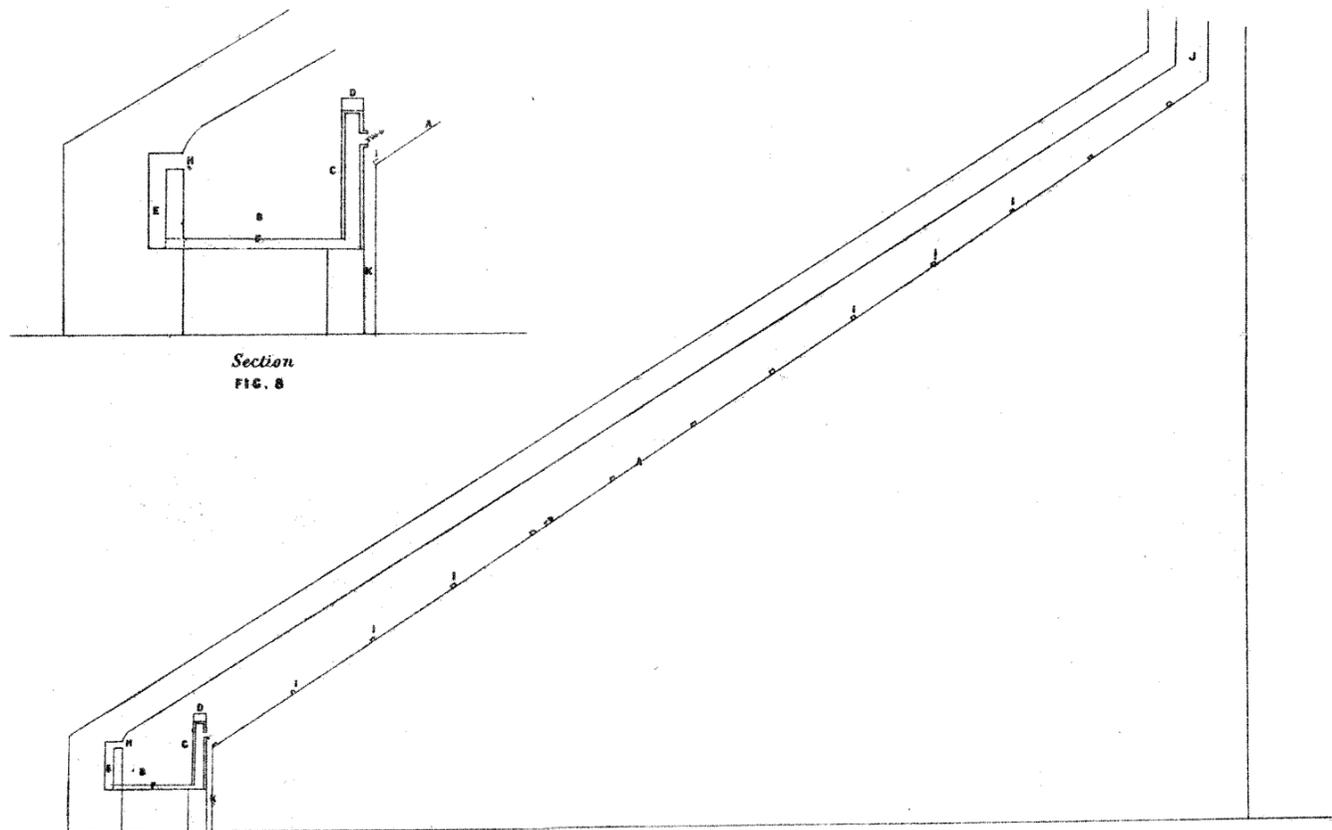
Plan
FIG. 7



Section inside Bridge
FIG. 6



Section
FIG. 8



Longitudinal Section
FIG. 5

This is the Paper of Drawings referred to in the annexed Letters of Registration granted to Henry Alderson Thompson this Fourth day of December 1866.
(Signed) John Young

Photo-lithographed at the Govt Printing Office
Sydney, N. S. Wales.



A.D. 1866, 10th December. No. 146.

CLUTCH LIBERATOR FOR LOWERING AND DISCONNECTING BOATS, &c.

LETTERS OF REGISTRATION to John Korff for an Invention of Clutch Liberator for lowering and disconnecting Boats of all sizes from their tackles in a seaway.

[Registered on the 10th day of December, A.D. 1866, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SIR JOHN YOUNG, Baronet, Knight Commander of the Most Honorable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Captain General and Governor-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS JOHN KORFF, of the City of Sydney, in the Colony of New South Wales, ship-builder and marine surveyor, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, "Of an invention of a clutch liberator for lowering and disconnecting boats of all sizes from their tackles in a seaway," which is more particularly described in the specification which is hereunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council to grant, and do by these Letters of Registration grant, unto the said John Korff, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said John Korff, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said John Korff shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this tenth day of December, in the year of our Lord one thousand eight hundred and sixty-six.

(L.S.)

JOHN YOUNG.

Clutch Liberator for Lowering and Disconnecting Boats, &c.

DESCRIPTION.

My inventions consist in the first instance of self-acting liberating clutches, which swivel always and are in the place of the ordinary hook attached to the boat's tackles. They take hold of a circular or conical tumbler bolt-head in each end of the boat, by which she is suspended; the clutches are secured with a mousing-pin, which prevents them from opening whilst hanging in the tackles, or being lowered, and when down in the water is unmoused by a thumb-spring lever or lanyard which relieves the self-acting clutches in one moment, although the vessel may be going a great rate through the water in a heavy sea, then close and remouse themselves. On the side a lever is attached for the purpose of opening the clutches if required; they are made pear-shaped, therefore cannot in any case hook any portion of the boat, or boat's crew. The tackles are always ready, when the boat comes alongside the vessel, for clutching the bolt-head, and is then momentarily self-moused and ready for hoisting-up. In the second instance the invention consists of clip hooks (instead of clutches) which take hold of eye-bolts in each end of the boat, and are hooked and unhooked precisely in the same manner as the clutches above described. I claim by my invention all applications of clutching for the purpose of lowering and liberating or disconnecting boats of all sizes from their tackles, &c., &c.

The superiority of the liberator clutches over any other lowering apparatus is as follows, viz.:—The boat is always ready for lowering, and is freely released from her tackles the instant she is in the water, for the liberator clutches or clip hooks open the moment they are relieved of the suspended weight, then close themselves, and are instantly self-moused; being made pear-shaped cannot in the slightest way hook any part of the boat or boat's crew. There is also much more safety in lowering boats of all sizes by tackles than by a single rope (such as is now in use), which cannot lift the boat when she comes alongside the vessel; there is no additional lumber in the boat, which, when required, is lowered by the crew on deck, under the supervision of an officer, instead of the boat's crew having to lower themselves; with the self-acting liberator clutches the attention of the boat's crew will be entirely directed to the boat, and not to the lowering apparatus (at present fitted, but very seldom used); they will therefore be inspired with more confidence, as the boat is sure of being instantly liberated from her tackles. The liberator clutches, &c., are made of all sizes, and of the very best gun metal, consequently not liable to corrode or rust.

JOHN KORFF,

Ship-builder and Marine Surveyor, &c.

November, 1866.

Orchard Lodge,
Glebe Point Road.

This is the specification referred to in the annexed Letters of Registration, granted to John Korff this tenth day of December, 1866.

JOHN YOUNG.

REPORT.

8 November, 1866.

We think very highly of this invention, and have never heard of the clutch hook principle being brought into practice for lowering and liberating boats, and therefore recommend that the Petition be entertained.

FRANCIS HIXSON.
HENRY T. FOX.

[Drawings—one sheet.]

No. 147.

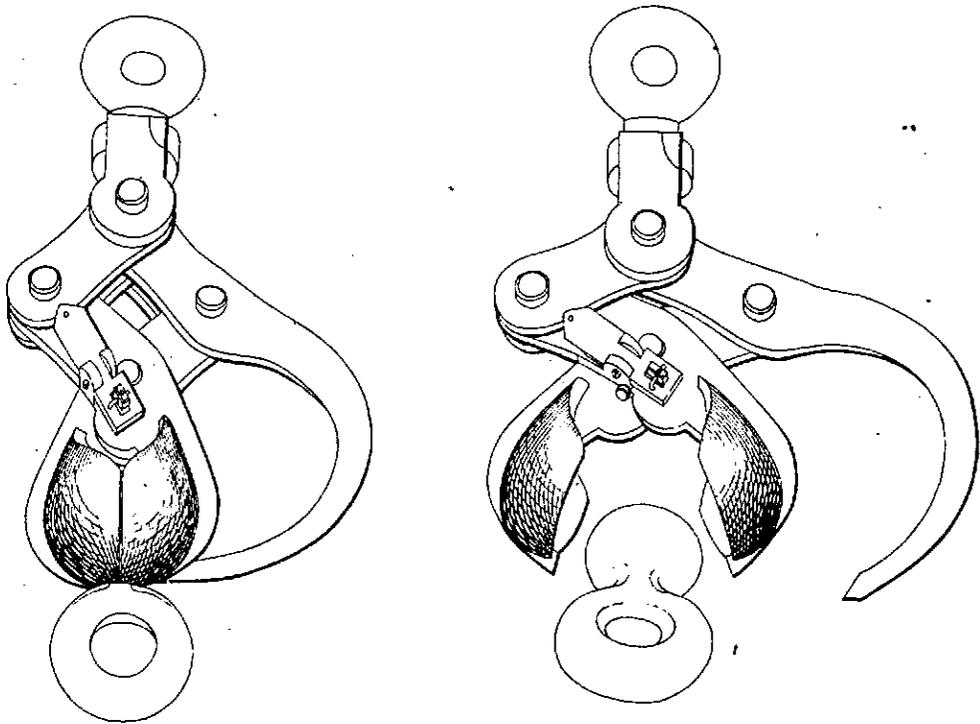
[Assignment of No. 140. See page 41 of this Return.]

COPY

Nº 146

Korff's Patented Invention

for lowering and disconnecting boats in a seaway



Are ready for inspection



A.D. 1867, 26th February. No. 148.

**APPARATUS FOR THE SUPPRESSION, PREVENTION, AND EXTINCTION
OF FIRES IN SHIPS' HOLDS AND OTHER CONFINED SPACES.**

LETTERS OF REGISTRATION to William Bland, for an Invention for the
Suppression, Prevention, and Extinction of Fires in Ships' Holds and other
confined spaces.

[Registered on the 27th day of February, A.D. 1867, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SIR JOHN YOUNG, Baronet, Knight Commander of the
Most Honorable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of St.
Michael and St. George, Captain General and Governor-in-Chief of the Colony of New South Wales,
and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS WILLIAM BLAND, of Sydney, in the Colony of New South Wales, Esquire, hath by his
Petition humbly represented to me that he is the author or designer of a certain invention or improvement
in manufactures, that is to say, "Of an invention for the suppression, prevention, and extinction of fires
in holds of ships and other confined spaces," which is more particularly described in the specification and
paper of drawings which are hereunto annexed ; and that he, the said Petitioner, hath deposited with the
Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for
defraying the expense of granting these Letters of Registration, as required by the Act of Council,
sixteenth Victoria, number twenty-four ; and hath humbly prayed that I would be pleased to grant Letters
of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement
might be secured to him for a period of fourteen years : And I, being willing to give encouragement to
all inventions and improvements in the arts or manufactures which may be for the public good, and having
received a report favourable to the prayer of the said Petition, from competent persons appointed by
me to examine and consider the matters stated therein, and to report thereon for my information, am
pleased, with the advice of the Executive Council, and in exercise of the power and authority given to
me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said
William Bland, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the
said invention or improvement for and during the term of fourteen years from the date hereof, to have,

Suppression, &c., of Fires in Ships Holds.

hold, and exercise unto the said William Bland, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said William Bland shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this twenty-sixth day of February, in the year of our Lord one thousand eight hundred and sixty-seven.

(L.S.)

JOHN YOUNG.

SPECIFICATION.

ON the keelson of the ship, A, A, A, on plan and subjoined diagram, before it has received its lading place, two, three, or more, casks, pipes, or hogsheads, near the masts, in such positions as may be required, the upper part of the casks to be perforated with numerous small holes; each cask may be lined, or not lined, with tin, zinc, or lead, as required. A metallic tube is to be inserted, and fastened on the head of each cask, from one inch or more in diameter, to extend, as required, from the casks to the lower, middle, or upper main deck,—the whole length of each tube to be protected with strong casing of wood. Through the centre of each metallic tube a stirring apparatus is attached, as shown at fig. 2—and made of iron, with cross head at top. A circular wooden or cast iron wheel is fixed to the bottom of each upright stirring shaft, and so fastened as to prevent its slipping off. An elbow pipe, made of cast metal, zinc, tin, or lead, is attached to the outside of each cask, pipe, or hogshead, and introduced inside, so as to discharge the diluted acid, and then conveyed to the lime in the cask, which is then worked up by the stirring apparatus as soon as it is known the ship has taken fire.

The apparatus when fixed and in good working order, the following ingredients are then supplied, viz.:—Carbonate of lime (*e. g.*, marble or limestone broken into small fragments or coarse powder, or whiting or chalk), with proportionate quantities of sulphuric acid, nitric acid, muriatic acid, in such quantities and proportions as required.

This is the specification referred to in the annexed Letters of Registration, granted to William Bland this twenty-sixth day of February, 1867.

JOHN YOUNG.

REPORT.

Sydney, 28 January, 1867.

SIR,

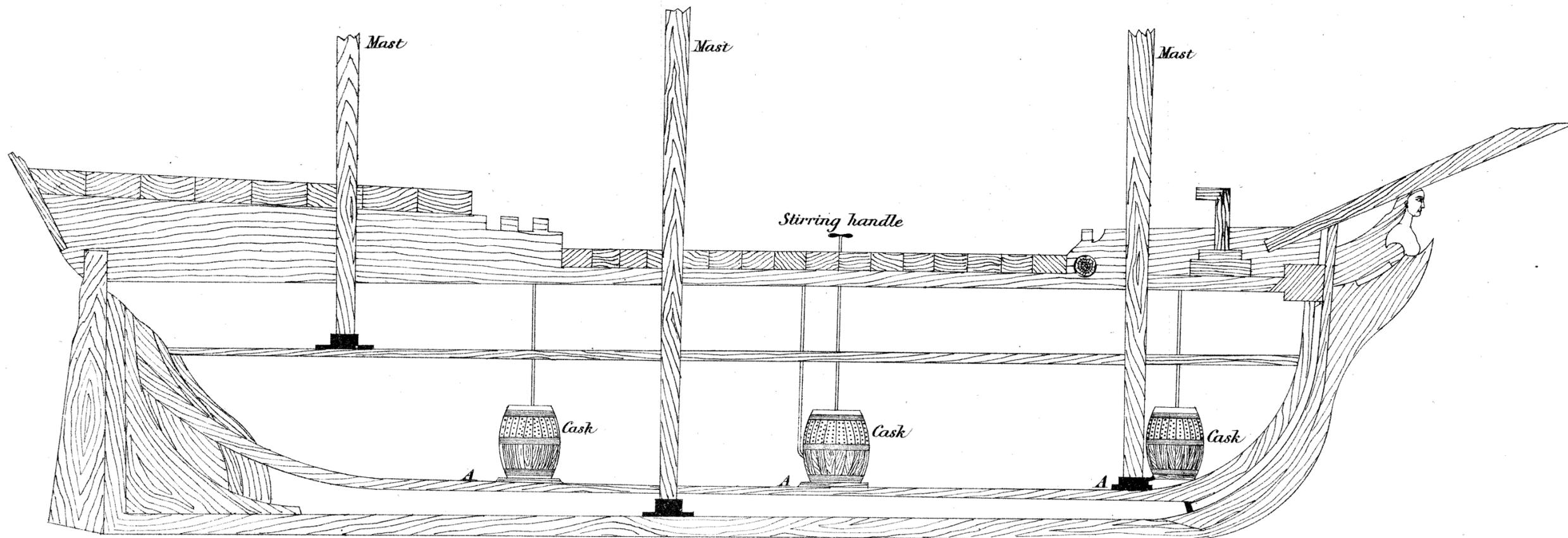
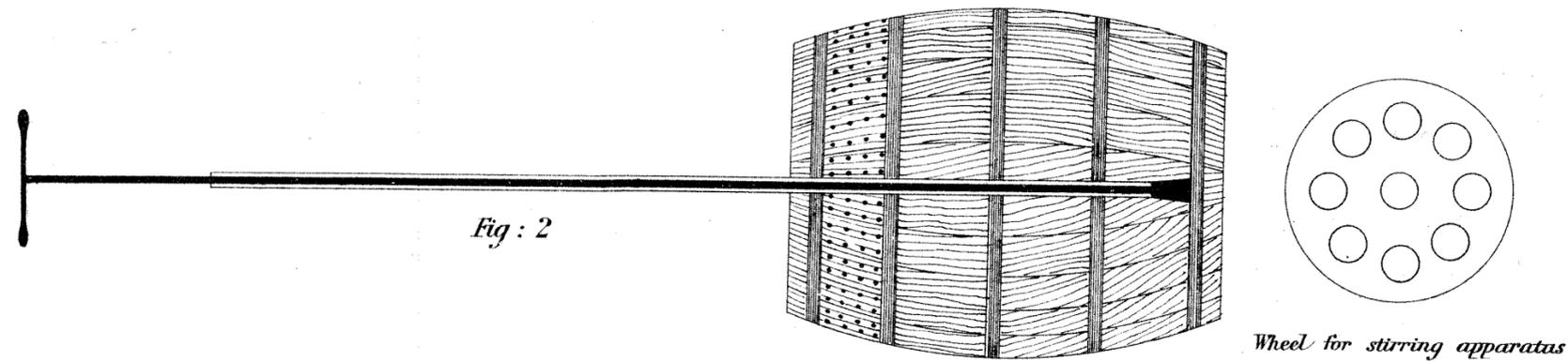
In compliance with your request we have examined the specification and drawings of Dr. Bland's invention for the "Suppression, prevention, and extinction of fire in ships' holds, and other confined spaces," and we have now the honor to report that we see no objection to Letters of Registration being granted as desired.

THE HONORABLE
THE COLONIAL SECRETARY.

We have, &c.,
J. SMITH.
HENRY T. FOX.

[Drawings—one sheet.]

*Patent apparatus by William Bland Esq. for the suppression, prevention and extinction of Fire
in ship's holds and other confined spaces. January 14th. 1867*



Side view of the ship shewing the three casks on keelson

*This is the Paper of Drawings referred to in the annexed Letters of Registration
granted to William Bland this twenty-sixth day of February 1867*

*Signed:
John Young*



A.D. 1867, 26th February. No. 149.

**MANUFACTURE OF AN OINTMENT TINCTURE AND LUBRICATING OIL FROM
THE PEPPERMINT-TREE "EUCALYPTUS ODORATA."**

LETTERS OF REGISTRATION to Charles Florent Sarpy and Edward Henry O'Neill, for an Invention for the manufacture of an Ointment Tincture and Lubricating Oil from the Peppermint-tree "Eucalyptus Odorata," and the leaves of the said tree.

[Registered on the 27th day of February, A.D. 1867, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SIR JOHN YOUNG, Baronet, Knight Commander of the Most Honorable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Captain General and Governor-in-Chief of the Colony of New South Wales.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting:

WHEREAS CHARLES FLORENT SARPY, of the City of Sydney, in the Colony of New South Wales, draper, and EDWARD HENRY O'NEILL, of the same City, chemist and druggist, have by their Petition humbly represented to me that they are the authors or designers of a certain invention or improvement in manufactures, that is to say, "Of an invention for the manufacture of an ointment tincture and lubricating oil from the peppermint-tree 'Eucalyptus Odorata,' and the leaves of the said tree," which is more particularly described in the specification hereunto annexed; and that they, the said Petitioners, have deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and have humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to them for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and, do,

Manufacture of an Ointment, &c., from Peppermint-tree "Eucalyptus Odorata."

by these Letters of Registration grant, unto the said Charles Florent Sarpy and Edward Henry O'Neill, their executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said Charles Florent Sarpy and Edward Henry O'Neill, their executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Charles Florent Sarpy and Edward Henry O'Neill, shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this twenty-sixth day of February, in the year of our Lord one thousand eight hundred and sixty-seven.

(L.S.)

JOHN YOUNG.

SPECIFICATION.

THE leaves of the peppermint-tree, with the addition of lard and beeswax mixed together, produce an ointment which possesses wonderful healing properties.

The leaves of the aforesaid tree steeped in spirits of wine can be most beneficially used for bruises, neuralgia, toothache, and many other pains.

The essential oil extracted from the tree is very beneficial for the cure of rheumatism, &c.

This is the specification referred to in the annexed Letters of Registration granted to Charles Florent Sarpy and Edward Henry O'Neill, this twenty-sixth day of February, 1867.

JOHN YOUNG.

REPORT.

Sydney, 31 January, 1867.

SIR,

In compliance with your request we have examined the application of Mr. C. F. Sarpy and Mr. E. H. O'Neill for Letters of Registration for the "Manufacture of an ointment tincture and lubricating oil from the peppermint-tree," and we have now the honor to report that we see no objection to such Letters of Registration being granted.

The peppermint-tree is not one of those claimed by Mr. Josephson in the specification of his Australian Ointment.

THE HONORABLE
THE COLONIAL SECRETARY.

We have, &c.,
J. SMITH.
ISAAC AARON.



A.D. 1867, 28th May. No. 150.

**METAL-BANDS FOR BALING COTTON, WOOL, AND OTHER BALE GOODS
PACKED UNDER PRESSURE.**

LETTERS OF REGISTRATION to Henry Lampson, for Improvements in connecting together the ends of Iron or other Metal bands used in baling Cotton, Wool, and other bale goods packed under pressure.

[Registered on the 28th day of May, A.D. 1867, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SIR JOHN YOUNG, Baronet, Knight Commander of the Most Honorable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Captain-General and Governor-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :—

WHEREAS HENRY LAMPSON, of 64, Queen-street, Cheapside, in the City of London, England, merchant, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, "Of an invention for improvements in connecting together the ends of iron or other metal bands used in baling cotton, wool, and other bale goods, packed under pressure," which is more particularly described in the specification and paper of drawings which are hereunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, 16th Victoria, No. 24; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon, for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said Henry Lampson, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said Henry Lampson, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Henry Lampson shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this twenty-eighth day of May, in the year of our Lord one thousand eight hundred and sixty-seven.

(L.S.)

JOHN YOUNG.

Metal-bands for baling Cotton, &c., and other Bale Goods packed under pressure.

SPECIFICATION

OF HENRY LAMPSON, of 64, Queen-street, Cheapside, in the City of London, England, merchant, for an invention entitled "Improvements in connecting together the ends of iron or other metal bands used in baling cotton, wool, and other bale goods packed under pressure."

THE object of the improvements is to obtain a simple and efficient connection for the ends of iron or other metal bands used in baling cotton, wool, and other bale goods packed under pressure. For this purpose each metal-band according to the improvements is provided with two flat metal loops similar in form to the "sliding loops" of leather used with leather straps. One end of the band is passed through one of these loops and turned back against itself on the inside thereof, or towards that surface to be next the bale for some distance say, about four inches. This part may also be riveted when the end turned back may be shorter. The other loop is passed over the other end of the band; and when the band is applied to a bale, this other end is passed and drawn through the first loop and turned short back again over it, when the second loop is slipped over this end, and thus acts as a capping, and keeps this end in place.

The ends of this band will thus be securely connected together.

But that the invention may be fully understood I will, by the aid of the accompanying drawings, proceed to describe means pursued by me in carrying the same into effect.

DESCRIPTION OF THE DRAWINGS.

FIGURE 1 shows an edge view, and figure 2 a plan of portions of a band, with parts thereof arranged according to my invention. Figure 3 shows an edge view, a plan view, and a section of one of the "loops" separately. Figures 4 and 5 show on a small scale a side view and an end view of a bale, with the bands according to my improvements, applied to it, and figure 6 shows one of the bands, also on a small scale, folded in form suitable for stowage. In each of the views the same letters are employed to indicate corresponding parts wherever they occur, *a* is the band, the end *a*¹ of which is first passed through a metal loop *b*, and this end is then turned back on the inside thereof, or towards that surface of the band *a* next the bale, by which that end becomes firmly compressed so as securely to hold the loop *b*, but if desired the part *a*¹ of the loop *a* so turned back may be riveted to the part *a*. The opposite end *a*² of the band *a* is passed through another similar loop *b*¹, and that end *a*², when the band *a* is applied to a bale, is passed and drawn through the loop *b*, and then turned back short over the loop *b*. The loop *b*¹ is then slipped up over the end *a*², and thus acts as a capping over that end *a*² to keep it in its place. The parts will then assume the position indicated by figures 1, 2, 4, and 5.

Having thus described my improvements and means which I adopt in carrying the same into effect, I would have it understood that I do not confine myself to the precise details shown and described, as they may be varied without departing from the peculiar character of the invention. But what I claim is the mode of connecting the ends of metal-bands used in baling cotton, wool, and other bale goods packed under pressure by the aid of loops applied in manner substantially as explained.

In witness whereof I, the said Henry Lampson, have hereunto set my hand and seal, this tenth day of December, in the year of our Lord one thousand eight hundred and sixty-six.

HENRY LAMPSON. (L.S.)

Witness—A. C. MURTON,
2, Barge-yard Chambers,
Bucklesbury, London, England.

This is the specification referred to in the annexed Letters of Registration, granted to Henry Lampson this twenty-eighth day of May, 1867.

JOHN YOUNG.

REPORT.

Sydney, 8 April, 1867.

SIR,

Having examined the specification, &c., transmitted under your B.C. communication of the 5th instant (herewith returned), in which Henry Lampson, of 64, Queen-street, Cheapside, London, prays for Letters of Registration to secure to him for 14 years the right to an invention for "Improvements in connecting together the ends of iron, or other metal bands used in baling cotton, wool, and other bale goods packed under pressure," we have the honor to recommend that Letters of Registration be granted to Henry Lampson for 14 years as applied for.

THE PRINCIPAL
UNDER SECRETARY.

We have, &c.,
GOTHER K. MANN.
D. C. DALGLEISH.

[Drawings—one sheet.]

Fig. 4

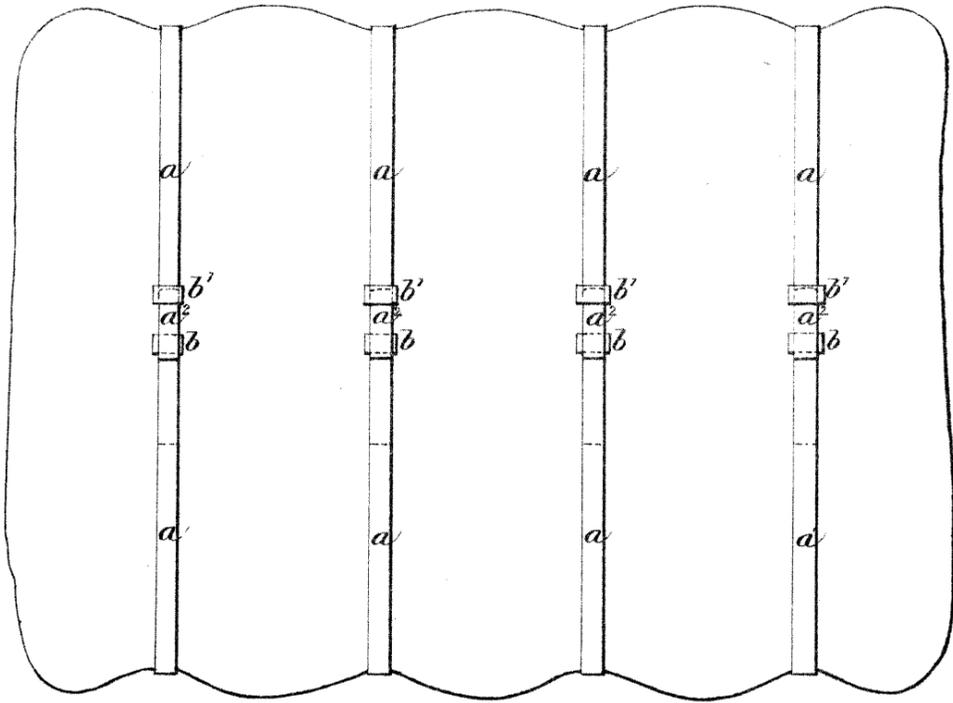


Fig. 5

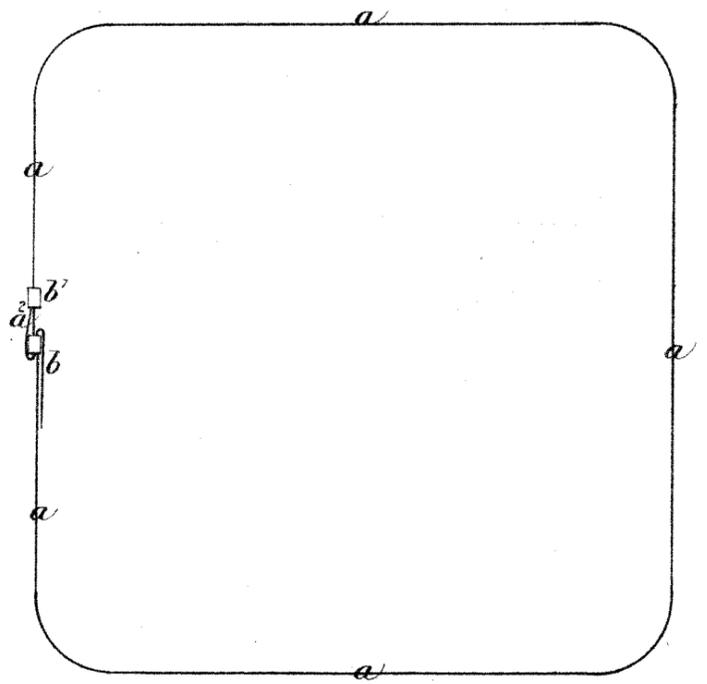


Fig. 2

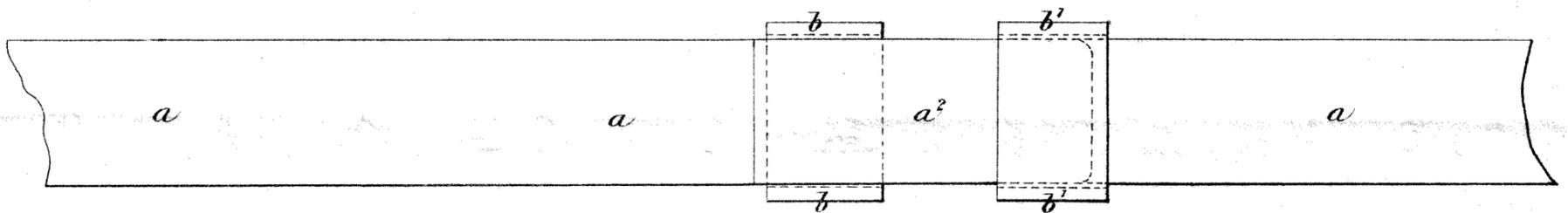


Fig. 1

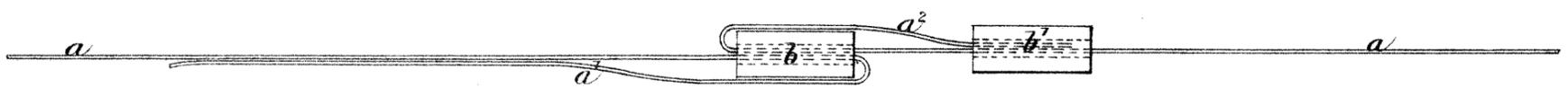
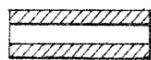
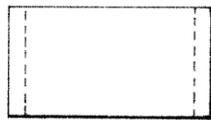


Fig. 3

Section



Plan



Edge View

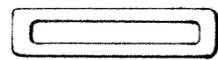
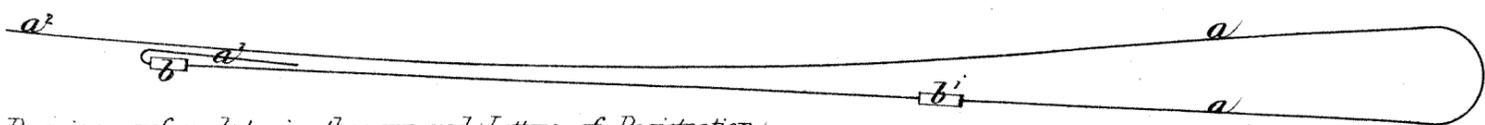


Fig. 6



This is the Paper of Drawings referred to in the annexed Letters of Registration
 granted to Henry Lampson this twenty eighth day of May 1867.
 Signed, John Young



A.D. 1867, 28th May. No. 151.

MAKING OF METALLIC AND SILICIOUS PAINTS.

LETTERS OF REGISTRATION to William Webb and John Thomas Hobbs, for
an Invention for the making of Metallic and Silicious Paints.

[Registered on the 29th day of May, A.D. 1867, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SIR JOHN YOUNG, Baronet, Knight Commander of the Most Honorable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Captain General and Governor-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :—

WHEREAS WILLIAM WEBB and JOHN THOMAS HOBBS, both of the City of Sydney, in the Colony of New South Wales, gentlemen, have by their Petition humbly represented to me that they are the authors or designers of a certain invention, or improvement in manufactures, that is to say, "Of an invention for the making of metallic and silicious paints," which is more particularly described in the specification hereunto annexed, and that they, the said Petitioners, have deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and have humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to them for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said William Webb and John Thomas Hobbs, their executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention

Making of Metallic and Silicious Paints.

or improvement for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said William Webb and John Thomas Hobbs, their executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said William Webb and John Thomas Hobbs shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this twenty-eighth day of May, in the year of our Lord one thousand eight hundred and sixty-seven.

(L.S.)

JOHN YOUNG.

SPECIFICATION.

THE following is the specification referred to in the accompanying Petition of William Webb and John Thomas Hobbs to His Excellency the Right Honorable Sir John Young, Baronet, for Letters of Registration of the "Australian patent metallic and silicious paints."

THE preparation is intended for painting iron, wood, stone, or brick, for coloring plaster, and as an anti-corrosive composition for ship's hulls. It is composed of per-oxide of iron, granite, and silica, in nearly equal proportions, to which is added a small quantity of sulphate of copper.

The mode of preparation is as follows:—

The oxide of iron, granite, and silicious minerals having been separately crushed and finely pulverized, are then carefully ground in a mill and mixed in the requisite proportions, according to the object or color required. They may be mixed in equal proportions, but a preponderance of one or other of the ingredients will be used according to the colour wished to be attained.

After the amalgamation the material will be required to be dressed in the finest silk dressing machine, and it will then be ready for mixing with oils, and will be laid on and used as other paints.

WILLIAM WEBB,
JOHN THOMAS HOBBS,
BY WILLIAM WEBB.

Dated at Sydney, this fourteenth day of March, one thousand eight hundred and sixty-seven.

This is the specification referred to in the annexed Letters of Registration, granted to William Webb and John Thomas Hobbs this twenty-eighth day of May, 1867.

JOHN YOUNG.

REPORT.

Sydney, 28 March, 1867.

SIR,

In compliance with your request we have examined the application of Messrs. Webb and Hobbs (documents returned herewith) for Letters of Registration for "Australian patent metallic and silicious paints," and we have now the honor to report that we see no objection to Letters of Registration being granted as desired.

THE HONORABLE
THE COLONIAL SECRETARY.

We have, &c.,
J. SMITH.
JAMES BARNET.



A.D. 1867, 10th June. No. 152.

**AMALGAMATION OF METALS DESIRED TO BE EXTRACTED FROM CRUSHED
AURIFEROUS MATERIALS.**

LETTERS OF REGISTRATION to Thomas Seelye Farmer and Edwin Torrens Brissenden, for Improvements in Machinery for the purpose of obtaining a more complete amalgamation of Metals desired to be extracted from crushed auriferous Materials.

[Registered on the 11th day of June, A.D. 1867, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SIR JOHN YOUNG, Baronet, Knight, Commander of the Most Honorable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Captain-General and Governor-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS THOMAS SEELYE FARMER, mining engineer, and EDWIN TORRENS BRISSENDEN, gentlemen, both of Melbourne, in the Colony of Victoria, have by their Petition humbly represented to me that they are the authors or designers of a certain invention or improvement in manufactures, that is to say, "Of an invention for improvements in machinery for the purpose of obtaining a more complete amalgamation of the metals desired to be extracted from crushed auriferous materials," which is more particularly described in the specification and paper of drawings which are hereunto annexed; and that they, the said Petitioners, have deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteen Victoria, number twenty-four, and have humbly prayed that I will be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to them for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said Thomas Seelye Farmer and Edwin Torrens Brissenden, their executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said Thomas Seelye Farmer and Edwin Torrens Brissenden, their executors, administrators, and assigns, the exclusive enjoyment and advantage thereof for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Thomas Seelye Farmer and Edwin Torrens Brissenden shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this tenth day of June, in the year of our Lord one thousand eight hundred and sixty-seven.

(L.S.)

JOHN YOUNG.

Amalgamation of Metals desired to be extracted from crushed Auriferous Materials.

SPECIFICATION of THOMAS SEELYE FARMER, mining engineer, and EDWIN TORRENS BRISSENDEN, gentleman, both of Melbourne, in the Colony of Victoria, for an invention intituled "Improvements in machinery for the purpose of obtaining a more complete amalgamation of the metals desired to be extracted from crushed auriferous material."

OUR invention is designed to be used principally as an auxiliary to the process of amalgamation recently patented in this Colony, and known as "Wheeler's amalgamating pans;" but it may also be used as an amalgamator under any other circumstances, and either with or without any other amalgamating machine.

The object of our invention is to cause all the auriferous material, after being finely crushed (or otherwise divided), and all the particles of mercury, no matter how finely divided they may have been by previous operations, and without reference to any chemical changes or decomposition that may have taken place,—to come into and be agitated in a body of mercury, thereby obtaining a more complete amalgamation of the metals.

To obtain the result stated above, we have invented the present invention, which will be easily understood by the following description, reference being had to the drawings hereto annexed and to the letters and figures marked thereon, which indicate the same parts wherever they occur.

Figure 1 is a plan; figure 2 a section along the line *a, b*, in figure 1; figure 3 a side view, as seen from the position marked *c* in figure 1; and figure 4 is a perspective view of our invention.

A is an iron pan; B are flat iron arms, to which are attached metal knives C, placed angularly, the angle at which they are fixed on one arm being the reverse of that on the one before and the one after it, as shown in figure 2; M is a vertical shaft (to which the arms are attached) supported by shoulders D working on bearings E; F is a bevelled wheel, driven by pinion G, working on shaft H, to which motion is imparted from fast pulley I, J being the loose pulley; K are the bearings to support shaft H, L being the plummer blocks. It will be seen on reference to the drawings that all the above-mentioned parts, except the pan itself, are supported by the two wooden beams N (to which are attached four blades or vanes S, for the purpose of counteracting the centrifugal action of the water, and, by causing an eddy, throw the material down to the bottom of the pan), which rest in two grooves, about an inch deep, made to fit them on the top edge of the pan, so that by lifting them the pan is left entirely open, and any part of the machine could be repaired or renewed with the greatest facility; O are pipes for the supply of the material to be treated; P is the water supply, and Q the waste discharge; R is an opening at the bottom of the pan for discharging the amalgam when required.

The mode of operation is as follows:—We provide a pan of say 6 feet in diameter, the other parts being in the proportion shown in the drawings, and fix it in a convenient position to receive the tailings from two of Wheeler's concentrators (that is, to supply about ten hundred-weight per hour); we then place two bottles of mercury in the pan, which will cover the bottom thereof to a depth of about one quarter of an inch, so that the lower end of the knives C rotate in the mercury. We then apply sufficient power to the shaft H as will cause the vertical shaft M to rotate about twelve times per minute, and we then allow the material to be operated upon, and the water to flow in regularly, the result being (by reason of the intimate admixture of the material under operation and the mercury) a great saving of the precious metal and of the finely divided particles of mercury which would otherwise flow off and be lost. The waste material flows out through the waste discharge Q, and when the mercury in the pan is sufficiently impregnated with the precious metals, the whole of the upper part of our machine can be lifted up, as before stated, the pan cleaned out, and the mercury supply renewed; or the amalgam can be discharged at R, as before stated.

The amount of water used, as well as the speed at which our machine is worked, may of course be varied at the will of the operator; the number and size of the knives, and the angle at which they are set, might be altered; and the size and materials of which our invention may be manufactured might also be varied. We therefore do not confine ourselves to the precise details here set forth, although we have shown that arrangement which we believe to be the most beneficial, but what we do claim is—

- 1st.—The knives C (fixed angularly and alternately reversed as shown) attached to the arms B, rotating by connection with the central vertical shaft M in a circular pan in the manner and for the purposes substantially as herein described and explained; and we also claim the vanes S.
- 2nd.—The mechanical arrangement by which all the working parts are made separable from the pan by lifting the beams N, substantially as herein described and explained.
- 3rd.—The combination of the whole as a cheap and efficient amalgamator, which may be used either by itself or as an auxiliary to any other amalgamating machine now in use; and
- 4th.—The combination of our machine with "Wheeler's amalgamating pans" as a final process for treating the tailings from what are known as the "concentrating pans" of said Wheeler's invention.

In witness whereof we, the said Thomas Seelye Farmer and Edwin Torrens Brissenden, have hereto set our hands and seals this twenty-fifth day of April, one thousand eight hundred and sixty-six.

THOMAS SEELYE FARMER. (L.S.)

EDWIN TORRENS BRISSENDEN. (L.S.)

This is the specification referred to in the annexed Letters of Registration, granted to Thomas Seelye Farmer and Edwin Torrens Brissenden this tenth day of June, 1867.

JOHN YOUNG.

REPORT.

Amalgamation of Metals desired to be extracted from crushed Auriferous Materials.

REPORT.

Sydney, 9 July, 1866.

SIR,

We have the honor to report, for the information of the Honorable the Colonial Secretary that we have, in accordance with the instructions contained in your letter of the 26th ultimo, carefully examined the plans and specifications accompanying the Petition of Messrs. Farmer and Brissenden, for Letters of Registration for improvements in machinery for the purpose of obtaining a more complete amalgamation of the metals desired to be extracted from crushed auriferous material; and we are of opinion that there does not appear to be sufficient novelty in the design, or the claims set forth, to justify us in recommending that Letters of Registration should be granted.

THE PRINCIPAL
UNDER SECRETARY.

We have, &c.,
GOTHER K. MANN.
D. C. DALGLEISH.

Fitzroy Dock Office,
Sydney, 13 August, 1866.

SIR,

Having taken into consideration the reasons advanced by Mr. Edward Waters, in his letter of the 26th ultimo, for granting Letters of Registration in favor of Messrs. Farmer and Brissenden, transmitted to us under your B.C. of the 2nd instant, we do ourselves the honor to report as follows:—

That by "novelty in design," we mean to express some invention or arrangement entirely new, and in which the public have acquired no interest by previous use or practice, the importance or value of the invention having been no part of the subject for the Board's consideration.

We are disposed to recommend Messrs. Farmer and Brissenden's first clause of their Petition.

We do not recommend their second clause.

And with regard to the third and fourth clauses of their Petition, we are of opinion that they do not form matter for registration.

THE PRINCIPAL
UNDER SECRETARY.

We have, &c.,
GOTHER K. MANN.
D. C. DALGLEISH.

Fitzroy Dock Office
Sydney, 14 May, 1867.

SIR,

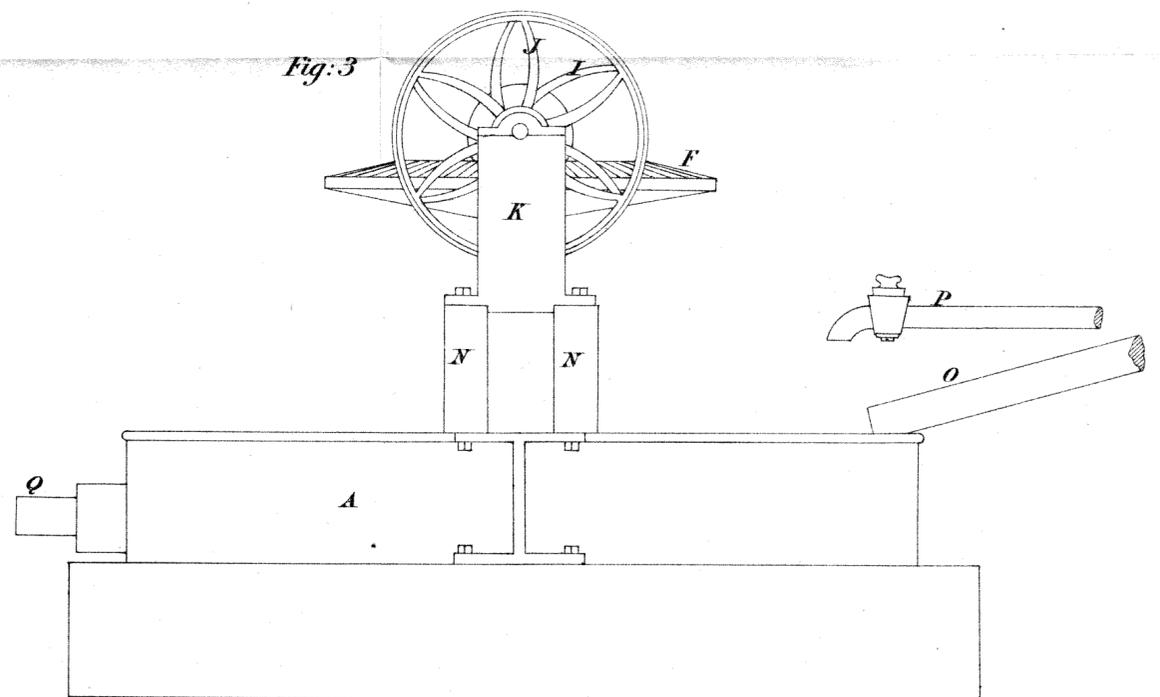
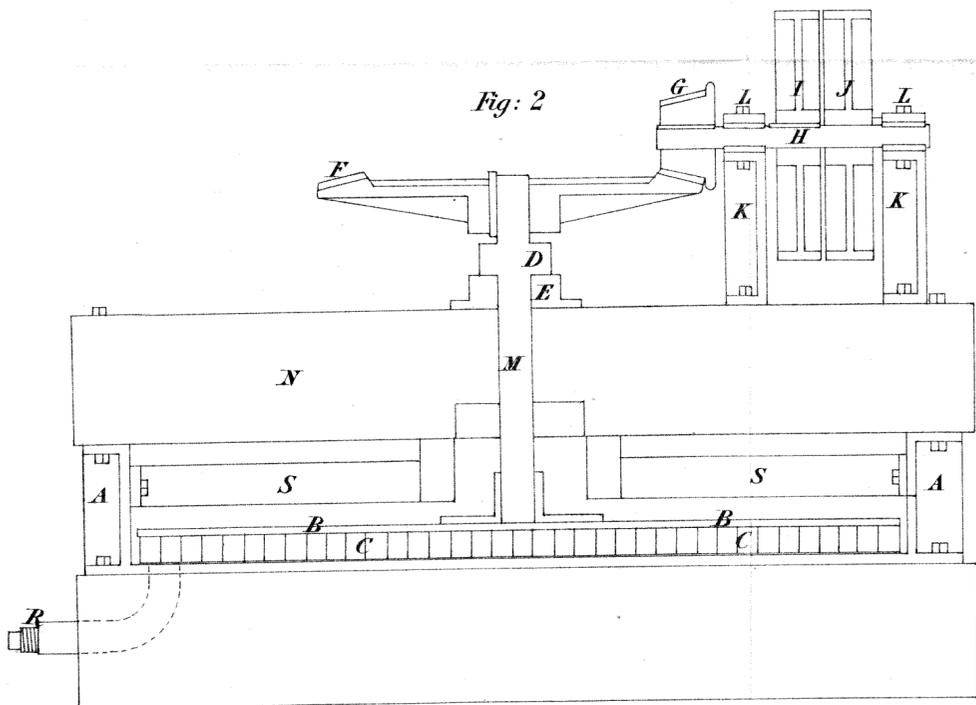
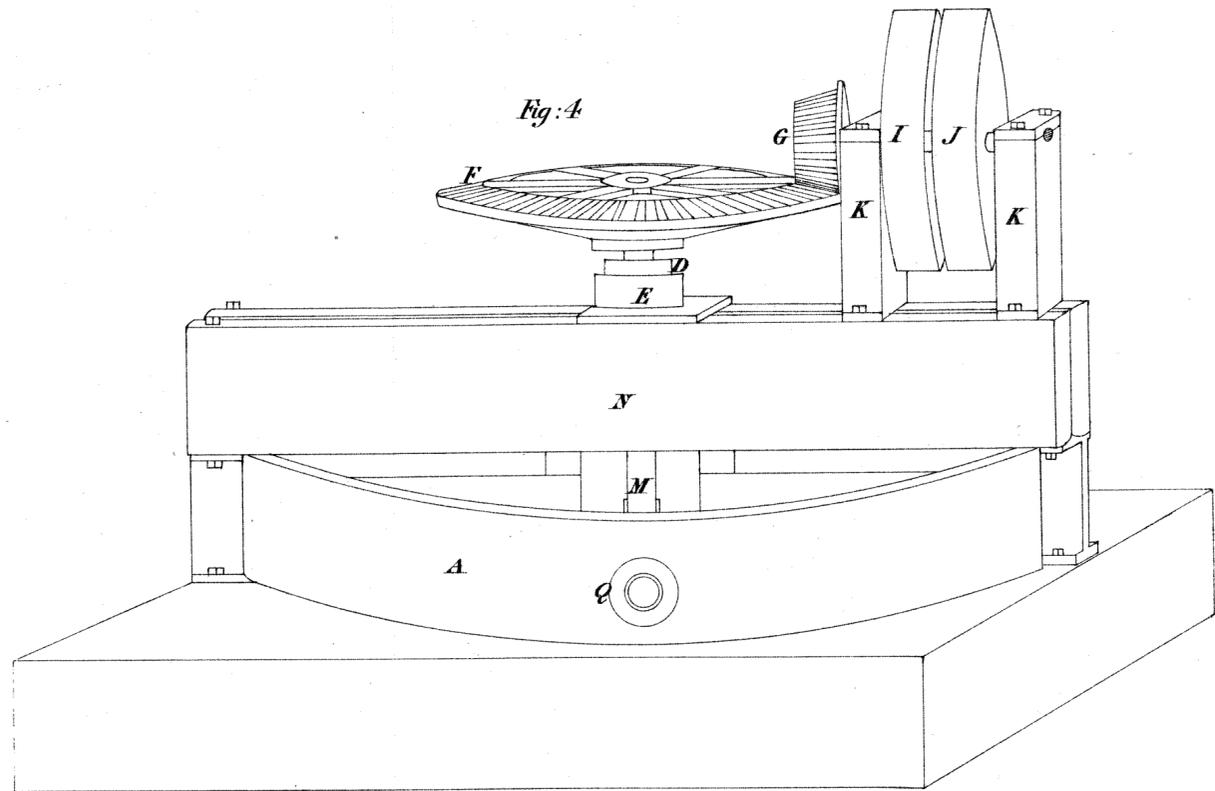
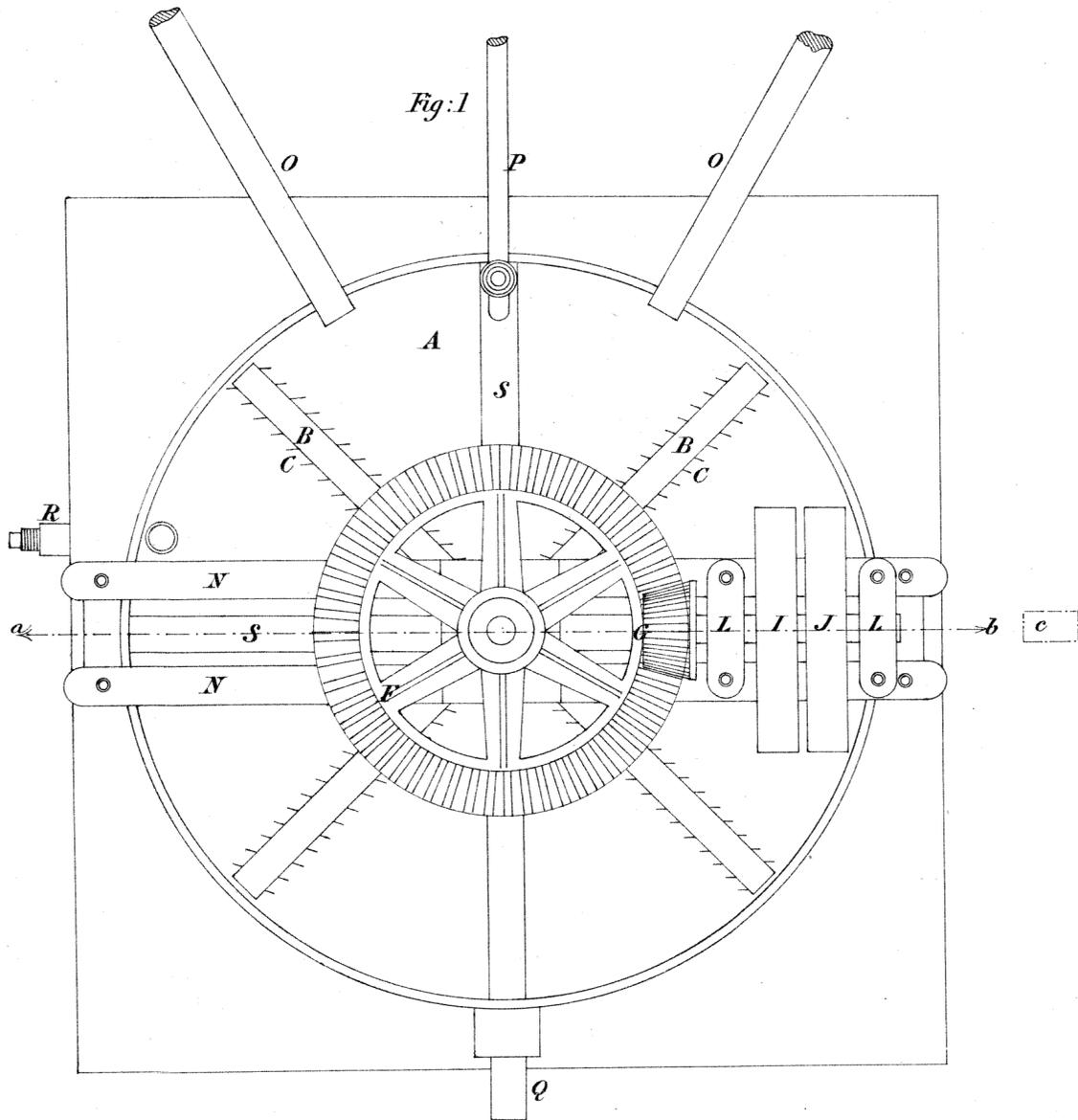
Being in receipt of the Solicitor General's opinion, transmitted under your B.C. (herewith returned) of the 9th instant, respecting Messrs. Farmer and Brissenden's application for Letters of Registration, and also observing by Mr. Edward Waters' communication of the 11th October, that the applicants are ready to take upon themselves the responsibility of its legality, we now do ourselves the honor to recommend that the whole of the claims, as set forth in the specification of Messrs. Farmer and Brissenden, for improvements in machinery for the purpose of obtaining a more complete amalgamation of metals, &c., be embodied in the Letters of Registration that may be granted to them.

THE PRINCIPAL
UNDER SECRETARY.

We have, &c.,
GOTHER K. MANN.
D. C. DALGLEISH.

[Drawings—one sheet.]

FARMER & BRISSENDEN'S PATENT



This is the Paper of Drawings referred to in the annexed Letters of Registration granted to Thomas Seebe Farmer and Edwin Torrens Brissenden this tenth day of June 1867

*Signed:
John Young*



A.D. 14th June, 1867. No. 153.

ORE-DRESSING MACHINERY.

LETTERS OF REGISTRATION to Benjamin Rogers Brown, Edward Stansfield, and William Henry Nash, for an Invention in Ore-dressing Machinery, for the purpose of separating Ores of the precious and other Metals from their Matrices, &c.

[Registered on the 14th day of June, A.D. 1867, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SIR JOHN YOUNG, Baronet, Knight Commander of the Most Honorable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Captain General and Governor-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS BENJAMIN ROGERS BROWN, EDWARD STANSFIELD, and WILLIAM HENRY NASH, all of Sydney, in the Colony of New South Wales, have by their Petition humbly represented to me that they are the authors or designers of a certain invention or improvement in manufactures, that is to say, "Of an invention in ore-dressing machinery for the purpose of separating ores of the precious and other metals from their matrices, and also from each other," which is more particularly described in the specification and paper of drawings which are hereunto annexed; and that they, the said Petitioners, have deposited with the Honorable the Treasurer of the said Colony the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteen Victoria, number twenty-four; and have humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to them for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said Benjamin Rogers Brown, Edward Stansfield, and William Henry Nash, their executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said Benjamin Rogers Brown, Edward Stansfield, and William Henry Nash, their executors, administrators, and assigns, the exclusive enjoyment and advantage thereof for and during the term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Benjamin Rogers Brown, Edward Stansfield, and William Henry Nash shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this fourteenth day of June, in the year of our Lord one thousand eight hundred and sixty-seven.

(L.S.)

JOHN YOUNG.

Ore-dressing Machinery.

SPECIFICATION of a patent for concentrator by B. R. BROWN, E. STANSFIELD, and W. H. NASH.

THIS invention refers to machinery for the purpose of separating ores of the precious and other metals from their matrices and also from each other, and for other purposes, such as are known by the terms "ore-dressing," "ore-washing," and "concentrating."

This machine operates by difference of specific gravity of the substances to be separated, acting whilst the ores are suspended or partially suspended in water.

For these purposes we use a pan, by preference circular and of cast-iron, although other forms and materials are equally applicable. This pan is raised in the centre, and has a double rim, with a discharge for refuse in the centre, and for the separated ores on the periphery. It is kept in an oscillating motion about a central pin, and is provided with a conical apron or distributor on the top, which receives the mingled ores and slimes or sands, and distributes them evenly into the pan just inside the inner rim. A constant stream of water flowing through the machine keeps the slimes in a semi-fluid state, and the motion of the pan prevents an undue settlement, and permits the heavier particles to sink to the bottom. The lighter particles rise to the top, and are gradually washed through the central overflow by the stream of water. There are holes in the inner rim, near the bottom of the pan, for the purpose of allowing the heavier particles or concentrated ores to pass into the outer trough, where they can be brought into contact with mercury if desired, and allowed to run out continuously through a discharged aperture into a suitable receptacle, without further attention or requiring manual labour.

The following is a description of the drawing of this invention accompanying this specification:—

Figure 1 represents a front elevation of this machine, showing at the top the central cup in which the slimes to be dressed are passed, and which distributes them over the flat conical apron. In the centre of the pan is the discharge hole for the dressed ores, and below is the shaft and eccentrics for giving oscillating motion to the pan.

Figure 2 represents this machine in section taken through a plane at right angles with the central line of the shaft.

Figure 3 represents a plan of this machine, showing the outer and inner rim with the outlines of the conical apron and central cup.

The separating or concentrating action is obtained by centrifugal force and by gravitation, the pulp or slimes being preserved by water in proper condition for the operation; and the pan is so constructed mechanically as to allow the centrifugal force and gravity to expend themselves to the best advantage in producing the separation.

In figure 2 is seen the way in which the pan operates in separating ores. The slimes enter the cup or funnel A and overflow the periphery of the saucer B all round its edge, and are thus evenly distributed all over the surface of the conical apron C, and drop thence into the pan just inside the inner rim. The lightest sand is at once carried off with the overflowing water through the centre opening, and the heavier particles or ores are allowed, from the motion given to the machine, to gravitate to the bottom towards the outer edge, forming an embankment all round the pan, as shown at D, in figure 2. The lighter particles arrange themselves on the top at E, from which they are being constantly washed away with the water flowing through the central aperture H.

The ores are by the centrifugal action of the machine made to pass through small openings in the bottom, at intervals of a few inches, around the circumference of the inner rim, as shown at F, to the circular trough G, where they may come in contact with mercury at the bottom, depositing the free metal, from which it is drawn at pleasure, through an opening in the bottom, and the ores in the order of their density through the sides at K.

By this arrangement the ores in the trough G are maintained at the same elevation as the ores and overlying sand in the body of the pan, also by no possible means can the sand in the latter pass to the former in such quantity as to form any considerable per-centage of the amount of ore saved.

The pan derives its motion from two eccentrics or cranks on a shaft passing horizontally across and below the pan. The eccentrics operate on projections from the pan, and thus give the pan the motion the most desirable for its purpose.

We claim as our invention:—

1. The use of the circular pan with the conical bottom.
2. The use of the central discharge.
3. The use of the outside circular trough.
4. The use of the peculiar oscillatory motion given to the pan.
5. The use of the upper distributor or apron receiving the sands at the centre, and distributing them near the periphery of the pan.
6. The continuous discharge of the separated ores.

This is the specification referred to in the annexed Letters of Registration, granted to Benjamin Rogers Brown, Edward Stansfield, and William Henry Nash, this fourteenth day of June, 1867.

JOHN YOUNG.

REPORT.

Sydney, 30 April, 1867.

SIR,

In compliance with your request we have examined the specification and drawings accompanying the application of Messrs. Brown, Stansfield, and Nash, for Letters of Registration for improvements in ore-dressing machinery, and we have now the honor to report that we see no objection to such Letters being granted as desired.

We have, &c.,

J. SMITH.
GOTHER K. MANN.

THE HONORABLE
THE COLONIAL SECRETARY.

BROWN, STANSFIELD & CO'S CONCENTRATOR

MARCH 27 1867

17363

Fig. 1

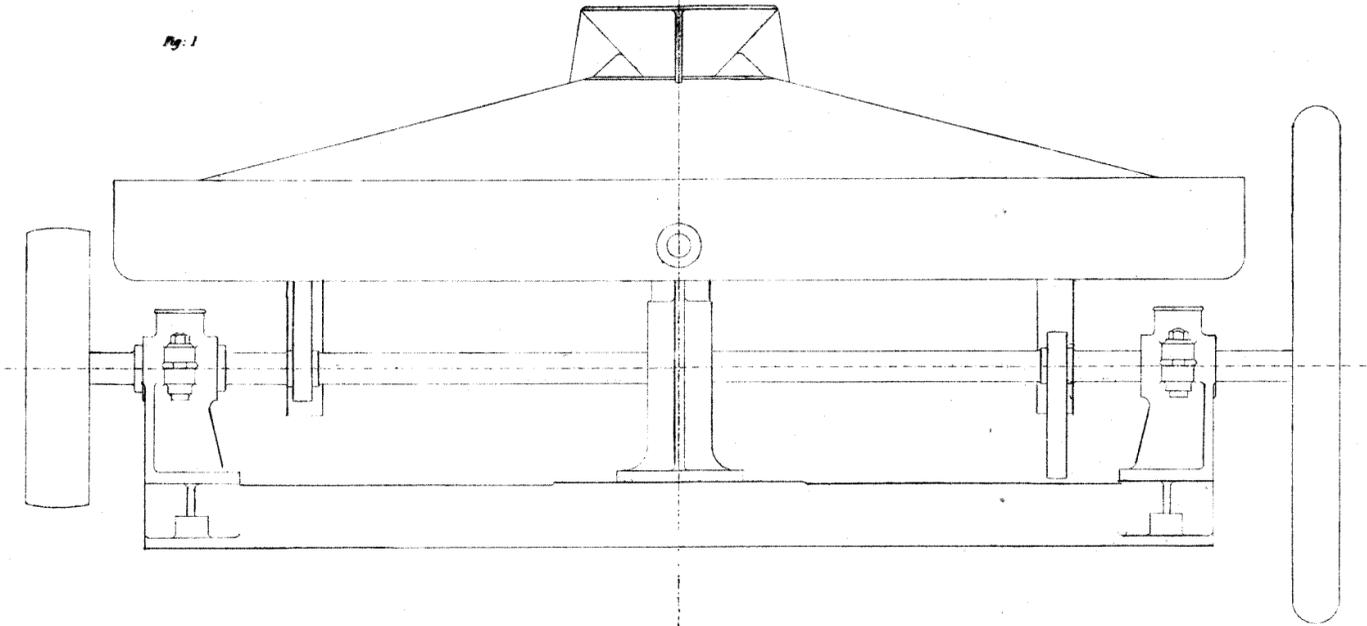
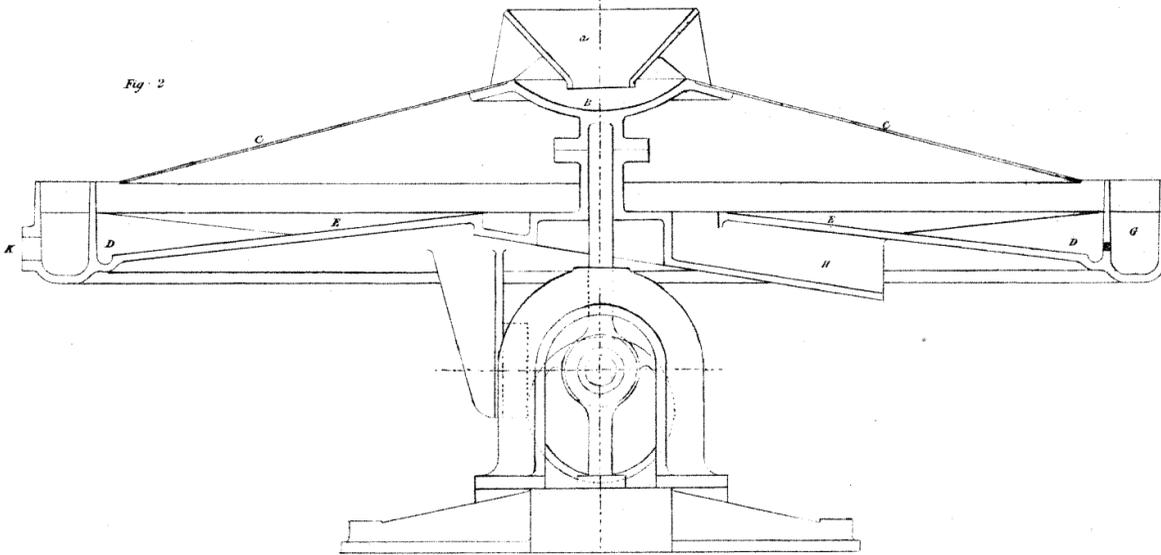


Fig. 2



Wm. Thomas Whitaker A. D. Engineer, Ship Builder, Boiler Maker, and Iron Works, Melbourne
Mechanical Engineer Works, and Drawing Office, Melbourne

Fig. 3

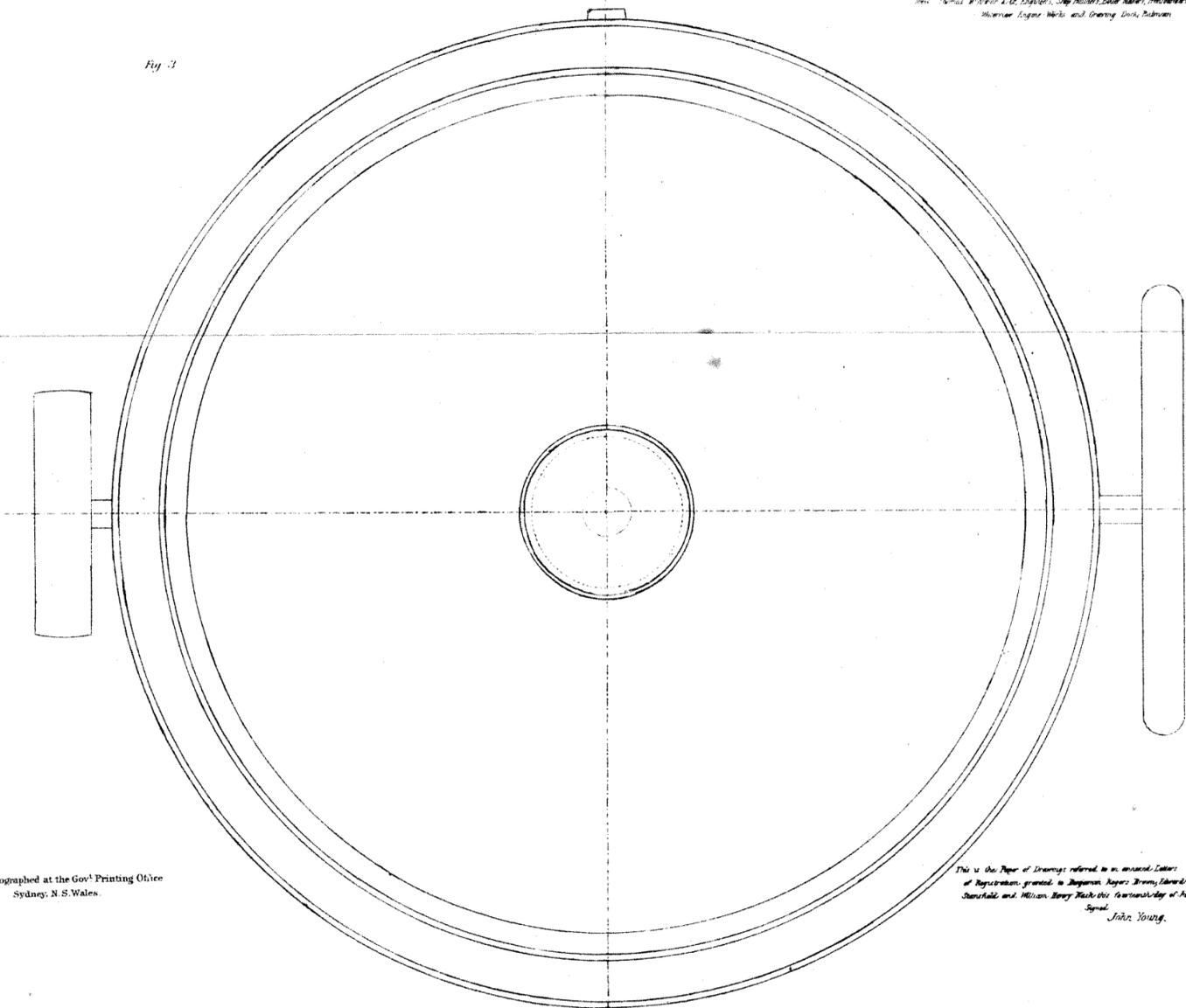


Photo-lithographed at the Govt Printing Office
Sydney, N. S. Wales.

This is the Paper of Drawings referred to in a certain Letter
of Registration, granted to Messrs Brown, Stansfield,
Stansfield and Wilson, Heavy Machinery Contractors, of Perth, 1867.
Signed,
John Young.



A.D. 1867, 1st July. No. 154.

IMPROVEMENTS IN KILNS OR OVENS FOR BURNING BRICKS, TILES, &c.

LETTERS OF REGISTRATION to Friedrich Hoffmann, for Improvements in Kilns or Ovens for burning Bricks, Tiles, Potteryware, Limestone, Cement, and other substances.

[Registered on the 1st day of July, A.D. 1867, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SIR JOHN YOUNG, Baronet, Knight Commander of the Most Honorable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Captain General and Governor-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :—

WHEREAS FRIEDRICH HOFFMANN, of Berlin, in the Kingdom of Prussia, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, "Of an invention for improvements in kilns or ovens for burning bricks, tiles, potteryware, limestone, cement, and other substances," which is more particularly described in the specification and paper of drawings which are hereunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said Friedrich Hoffmann, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement, for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said Friedrich Hoffmann, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete

Improvements in Kilns or Ovens for burning Bricks, Tiles, &c.

and ended: Provided always, that if the said Friedrich Hoffmann shall not within three days after the granting of these Letters of Registration register the same in the proper office of the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this first day of July, in the year of our Lord one thousand eight hundred and sixty-seven.

(L.S.)

JOHN YOUNG.

SPECIFICATION of FRIEDRICH HOFFMANN, of Berlin, in the Kingdom of Prussia, for an invention for "Improvements in kilns or ovens for burning bricks, tiles, potteryware, limestone, cement, and other substances."

THIS invention relates to certain novel constructions of kilns or ovens for burning limestone, bricks, and other substances, whereby the operation will be greatly facilitated and rendered continuous, and as regards the expenditure of fuel economically performed.

The improvements consist in building the kiln or oven of an annular or continuous form, whether circular or otherwise, and by preference sunk in the ground so as to leave the roof only exposed.

This enclosed annular space is divided radially into compartments by sliding doors, and each compartment is connected by a radial flue with a concentric annular smoke chamber, which surrounds the central chimney shaft, and is connected therewith by short lateral flues. Dampers are provided for shutting off communication between the radial flues and the smoke chamber; and the compartments into which the kiln or oven is divided are closed at the top and fitted with openings, which may be shut when required. Or in lieu of connecting the several compartments by radial flues with a concentric annular smoke chamber direct, as above described, the annular kilns or ovens may be combined with a second or inner annular chamber, by which dry or warm air may be conveyed from any of the heated compartments to any of the other compartments which may be reserved, for the time being, as a drying chamber for the purpose of drying or driving off the moisture from green bricks or other articles contained in such drying chamber. I also propose to employ a flue or flues for connecting the upper part of the several compartments with the chimney, through which flues the steam arising from the materials undergoing the process of drying may be driven off from the articles under treatment, without coming in contact with the rest of the bricks.

The kilns or ovens above described may also be worked when desired without chimneys, by using, in place thereof, fans or exhausters.

And in order that the said invention may be fully understood, I shall now proceed more particularly to describe the same; and for that purpose I shall refer to the several figures on the sheet of drawings hereunto annexed—the same letters of reference indicating corresponding parts in all the corresponding figures.

Figure 1 of my drawings represents a vertical section of an annular or continuous kiln or oven constructed according to this invention, and combined with a second or inner annular chamber, by which dry or warm air may be taken from any of the heated compartments of the kiln to any of the other compartments which may constitute, for the time being, a drying chamber, for the purpose of drying green bricks or other articles from which it is desired to drive off the moisture without bringing such moisture or steam in contact with those bricks or other articles undergoing the process of heating. And figure 2 is a sectional plan of the same, the section in each half thereof being made at different levels; *a* is the brickwork of the kiln, a portion of the annular burning and drying space of which may be shut off or separated from the rest by two movable diaphragms *b b'* to form a drying chamber. These movable diaphragms are fitted into grooves in the sides of the annular space (as shown) and are introduced and removed as required through slits or openings in the roof, or through the doorways in the side of the chamber. The entire kiln is here shown as capable of being sub-divided into a number of compartments, numbered consecutively in the drawing from 1 to 12 inclusive, although any other number may be used. Each compartment is provided with a side-door at *cc*, through which the goods are introduced and removed, and through which the diaphragms may also be introduced. From the upper part of the several compartments extend a series of flues *d*, converging towards and opening into an annular smoke chamber *e*, which surrounds the chimney *f*, and communicates therewith by the passages or openings *g*. The inner ends of these flues inside the smoke chamber are closed or left more or less open by means of conical plugs or valves *h* which, by being more or less elevated, will regulate the amount of opening of the flues. A closed man-hole *i* (figure 1) is made in each of these flues for the facility of cleaning the same. Valves *k* connect any one of these flues when open with the annular chamber or passage *l* for dry or warm air, the bottom of such annular chamber or passage communicating, by means of valves *m*, with the flues *n*, which lead from the lower portions of the compartments of the kiln to the smoke chamber *e* before referred to. These flues *n* are also provided with conical plugs or dampers *o*, similar to those which are fitted on to the inner ends of the flues *d*. The fuel is fed into the annular kiln or oven through numerous holes or openings *ss* (shown dotted in figure 2) made in the roof or cover of the said annular kiln or oven, as shown also in figure 1, such openings being provided with caps or covers, the edges of which rest in a bed of loam or sand, to make them air-tight.

I will now proceed to describe the system of working the continuous or annular kiln or oven, taking into consideration, in the first instance, the more simple arrangement hereinbefore first referred to, wherein a continuous or annular kiln, with flues converging direct to a central annular smoke-chamber and chimney, is employed without the conjoint use of the drying-chamber, and second or inner annular chamber *l* and flues *d* in connection therewith.

Supposing

Improvements in Kilns or Ovens for burning Bricks, Tiles, &c.

Supposing all the compartments, except 3 and 4, are filled with the materials which are required to be burned (say bricks, for example), the compartment 3, which is divided from those in the rear by the diaphragm *b*, may be receiving fresh bricks whilst the compartment 4 is being emptied. In the compartments 5, 6, and 7, the burnt bricks are cooling, cold air being allowed to enter therein through the open doors. Compartments 3 and 4 (the other doors being all closed air-tight, such air becoming thereby heated in its passage through the hot bricks) serves to support the combustion of the fuel in the compartments 8, 9, and 10, in which the bricks are being burnt or fired. The products of combustion pass through the remaining compartments 11, 12, 1, and 2, and gradually dry and heat the green bricks contained therein, preparatory to their being burnt, the products of combustion passing off by the radial flue *n'*, leading from the last compartment 2 of the series (the damper or valve *o'* being opened for the purpose, whilst all the others in the radial or converging flues are at the time closed), and make their escape through the annular smoke chamber *e* and passages *g* to the central chimney *f*. The compartment 4 being by this time filled, and 5 emptied, the diaphragm *b* is removed and replaced at *b'*; the doorway *c* of compartment 3 is closed, whilst the doorway *c'* of compartment 5 is opened. The flue *n* in connection with the compartment 3 is opened, and the flue *n'* of compartment 2 is closed. By this means a fresh compartment 3 of green bricks has been added to the series, and another compartment 5 has been opened for removal of the bricks, the process going on in a continuous manner, the air for supporting combustion entering now through the doorways of 4 and 5. The mode of using this kiln, when employing the drying chamber and flues or passages in connection therewith, is as follows:—The goods to be dried and burnt are stacked in the several compartments, and the firing is carried on in a similar manner to that hereinbefore described; but under this system of working I convert say two out of the several compartments into a drying chamber, and bring the warm air thereto free from ashes or particles of fuel, for the purpose of drying the green bricks, or other articles which they contain. In figure 2 the compartments 3 and 4 are represented as being shut-off from the rest of the kiln by the doors *b b'* to form a drying chamber, which is supposed to contain green bricks. The compartment 5 is being filled whilst the goods are being removed from the compartment 6. The compartments 7, 8, 9, and 10 all contain burnt goods in the act of cooling, whilst the compartments 11 and 12 are being fired, the hot air therefrom passing through the goods in the compartments 1 and 2; and being obstructed by the diaphragm *b* from entering the drying chamber 3, 4, direct, it passes off by the bottom flue *n'* of the series direct to the smoke chamber *e*, and thence to the chimney, the plug or damper *o'* being more or less open for that purpose, according to the draught required. The fresh air enters by the open doors *c' c'*, passes through the heated goods in the compartments 7, 8, and 9, thereby cooling the goods, and at the same time taking up caloric. A portion of this air so heated passes onwards through the compartments 10, 11, 12, 1, and 2, and thence by the flue *n'* to the chimney, whilst another portion enters one of the flues *d* at the mouth thereof *d'*; and as the plug or valve *h'*, on the inner end of this flue, is closed, the heated air passes downwards by the open valve *h* into the annular chamber or passage *l*. It then traverses the chamber *l*, passes through the only open valve *m'* of the series in the bottom thereof into the flue *n''* of the series of flues *n*; and as the end of this flue *n''* in the smoke chamber is closed by the valve *o''*, the heated air passes into the drying chamber formed by the two compartments 4 and 3, thereby drying the bricks or other goods contained therein, and finally escaping at *d''* by the plug *d'''* and open plug or valve *h'* into the smoke chamber *e* and chimney *f*. The whole of the valves *h*, *o*, *h'*, and *m*, are kept closed, except those which are in connection with the flues for the time being in action; and so soon as the goods in the drying chamber 3, 4, are sufficiently dry for burning, the diaphragms *b*, *b'* are removed and replaced at *b'' b''*, thereby exposing the bricks in the compartment 3 to the action of the heat from the kiln fires, whilst the compartment 5, just filled with green bricks, is connected with the compartment 4, and, with it, forms a drying chamber 5, 4. Of course a fresh set of valves or dampers is now opened, and the operations of burning and drying proceed in a continuous manner.

Figures 3 and 4 represent respectively a vertical and horizontal section of a similar kiln, provided with a separate collecting flue and chimney for the abduction of the steam evolved during the drying of the green bricks or other goods, as hereinbefore referred to. In drying green bricks the quantity of steam evolved—which varies periodically—sometimes impedes the draught more or less when allowed to mix with the gases of combustion; but the inconvenience is remedied by leading off the steam by separate and distinct passages, so that it does not mix with the gases of combustion until both have ascended some distance up the chimney. This I accomplish by using a separate steam-collector *p*, communicating by passages *q* with an internal steam-chimney *r*, built inside the smoke-chimney *f*, and extending a convenient height up the inside of the chimney *f*, so that the steam and products of combustion are not allowed to mingle with each other till they arrive nearly at the top of the chimney.

In figures 3 and 4 the hot air for drying the bricks enters the drying chamber 3 4 in the manner described in reference to figures 1 and 2; but in place of passing off with the steam into the smoke chamber *e*, the steam and air are conducted by the passage *d* and valve *h* into the steam chamber *p*, and thence into the internal chimney or tube *r*, whilst the gases and products of combustion pass off from the several compartments of the kiln by one or other of the flues *n* and valves *o* into the smoke chamber *e*, and thence by the passages *g* into the chimney *f* surrounding the tube *r*. In all other respects this kiln is worked in a precisely similar manner to the kiln shown at figures 1 and 2 on the same sheet of drawings.

If desired, the slits or openings in the arches of the annular burning chamber of these kilns or ovens for the admission of the interrupting doors or diaphragms *b b'* may be dispensed with, by placing the entrance *c* to each compartment at the end next the door or diaphragm instead of in the centre of the compartment, as shown in the drawings, and by having the said doors or diaphragms made up in several parts, each small enough to be introduced through the entrance *c*. By this means the doors *b b'* may be inserted, or removed by hand, through the same apertures by which the kiln is filled and emptied.

These doors *b b'* may be introduced either from the top, bottom, or sides of the chambers, and the several parts may be disposed either horizontally or vertically, or they may be made on the principle of a fan, so as to be inserted through a comparatively small aperture, and then expanded or opened out when inside the kiln. In the burning of pottery and other ware, and for annealing goods which are required to be protected from direct contact with the fuel and products of combustion, the compartments may be constructed as shown in the detail vertical and horizontal sections at figures 5 and 6 respectively.

In

Improvements in Kilns or Ovens for burning Bricks, Tiles, &c.

In this case a closed chamber *a* is built inside each compartment, but having a free passage *b* along the sides and under the bottom thereof, for the circulation of the heat and products of combustion. The fuel is fed in from the top through aperture *c*, and is kept loose and open by falling amongst the projecting bricks built in the sides of the fire chamber, as shown at *d*. A man-hole *e* is formed on the roof of the chamber *a* for the introduction and removal of the ware, this hole being provided with a close-fitting lid or cover, as shown; or separate or movable close retorts or muffles may be used for containing the articles to be burnt or annealed.

Figures 7 and 8 represent a transverse and longitudinal section of a portion of a kiln intended for burning limestone and other substances which are liable to shrink considerably during the process of burning. As this shrinkage or falling of the substances would leave a void space between the roof and the surface of the substances, the hot gases or products of combustion would, if not checked, pass over the top of in place of amongst the substances. To obviate this defect an arch *a* is built so as to extend downwards from the roof, between each compartment, sufficiently far to present a barrier to the gases passing along the surface of the substances, and compel them to descend into and amongst such substances when passing under each arch. Another mode of accomplishing the same object is shown at figures 9 and 10, wherein the chamber of the kiln is composed of two side walls *a* only, with arches *b* at intervals, the substances being covered over between these arches by a covering of loam and earth *c*, which descends with the shrinkage of the substances. In treating those materials, which lose altogether their original form, and fuse or melt to a mass when subjected to a great heat, the fire-places of the kiln must be enclosed by an open setting of fire-bricks or tubes, as shown at *a* in figure 11, whereby the choking-up of the fire-places will be prevented. The doors or openings for introducing the goods or materials to be burnt in the kiln, hereinbefore described, may be made either at the top or sides of the compartments or kiln chambers; and in some cases, as in the burning of limestone, for example, it will be found advantageous to make the discharging holes in the bottom, and to have a tunnel or passage beneath, along which trucks or waggons may be run to receive the connects of the several compartments, as shown by the section figure 12.

The peculiarities of the above-described kiln and its operation may be said to consist in the circular returning and consequently endless ground form of firing chamber divisible at various points by means of sliding doors, such chambers being fixed by means of perpendicular stoke-holes (repeated at short intervals), and without the use of fire-places, especially prepared, therefore, without fire-walls, fire-bridges, fire-bars, without grates, so that in this particular it is not necessary for the air to strike through—in the gradual cooling of the articles when burnt, and in the costless gradual warming of the materials to be burnt—in the costless heating of the air destined to feed the fire—in the throwing in of burning materials immediately among the substances to be burnt,—and in the arrangement of the dampers to regulate the draught.

Having now described, and particularly ascertained the nature of my invention and the manner in which the same is or may be used, or carried into effect, I would observe, in conclusion, that what I consider to be novel and original is,—

- 1st.—The construction and mode of working kilns, as above described, whereby the burning of bricks, limestone, and other substances may be effected as a continuous operation.
- 2nd.—The combination of a second annular chamber with a circular or continuous oven or kiln for the purpose of taking dry or warm air from any of the heated compartments of such kiln to any of the other compartments, with a view to the drying of green bricks or other goods substantially as hereinbefore described, and illustrated by figures 1 and 2 of my drawings.
- 3rd.—The arrangement of the flues of kilns or ovens, whereby the steam evolved during the process of drying the green bricks or other goods, may be conveyed to the chimney substantially in the manner hereinbefore described and illustrated by figures 3 and 4 of my drawings.

In witness whereof I, the said Friedrich Hoffmann, have hereto set my hand and seal this twenty-fifth day of March, 1867.

FRIEDRICH HOFFMANN, (L.S.)
By his Attorney,
EDWARD WATERS.

This is the specification referred to in the annexed Letters of Registration, granted to Friedrich Hoffmann this first day of July, 1867.

JOHN YOUNG.

REPORT.

Sydney, 10 June, 1867.

SIR,

We do ourselves the honor to report that we have examined the plans and specifications of "Improvements in kilns and ovens, for burning bricks, tiles, potteryware, limestone, cement, and other substances," transmitted under your B.C. of 5th instant, and we do ourselves the honor to recommend that Letters of Registration be granted to Friedrich Hoffmann for his invention in accordance with his petition and specification.

THE PRINCIPAL
UNDER SECRETARY.

We have, &c.,
GOTHE K. MANN.
JAMES BARNET.

[Drawings—one sheet.]

Fig. 1

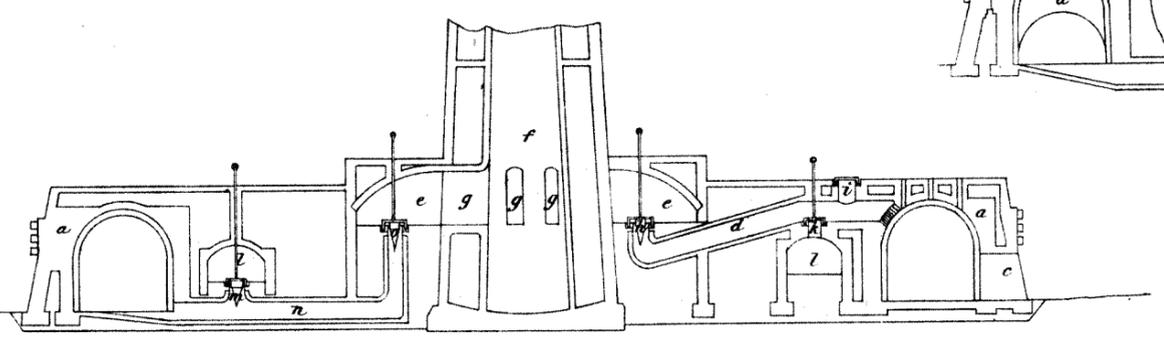


Fig. 7

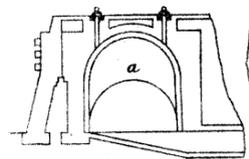


Fig. 8

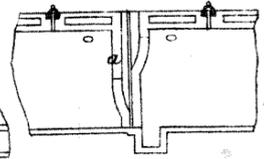


Fig. 3

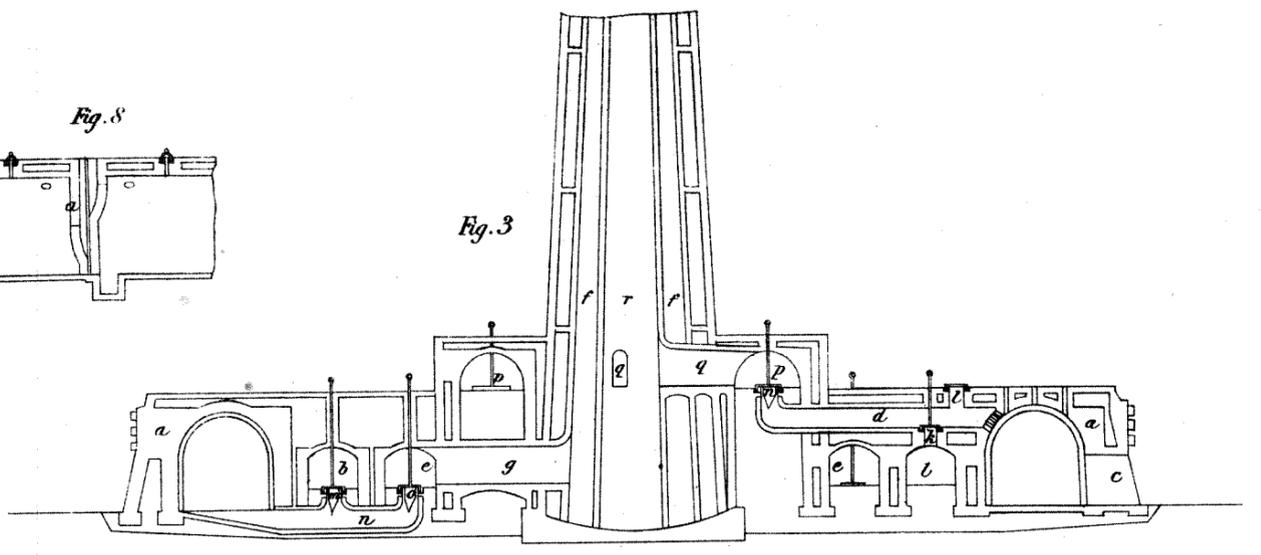


Fig. 2

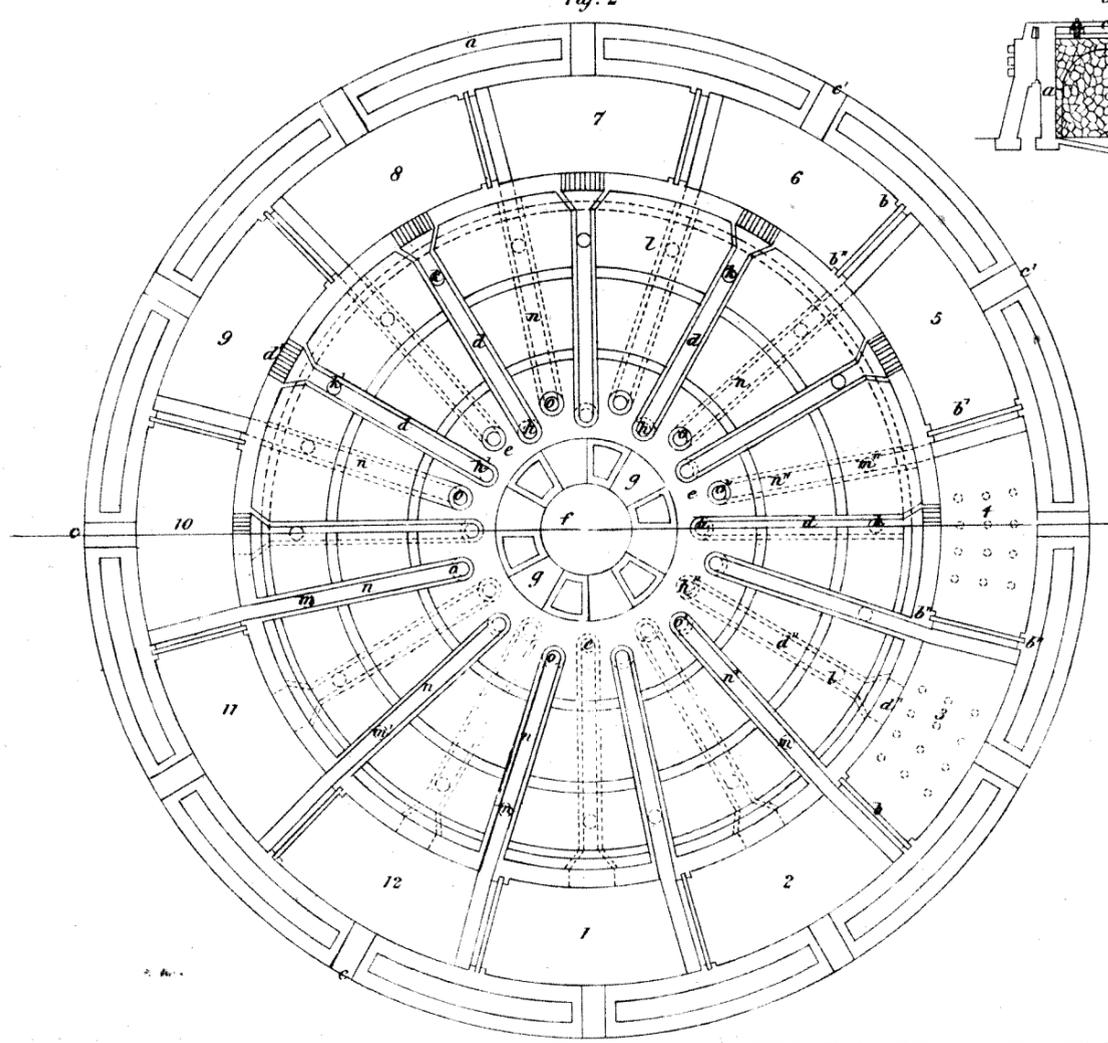


Fig. 9

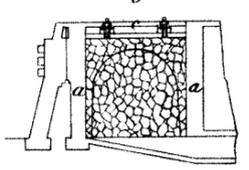


Fig. 10

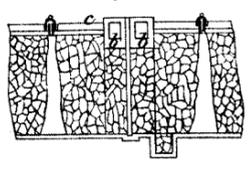


Fig. 4

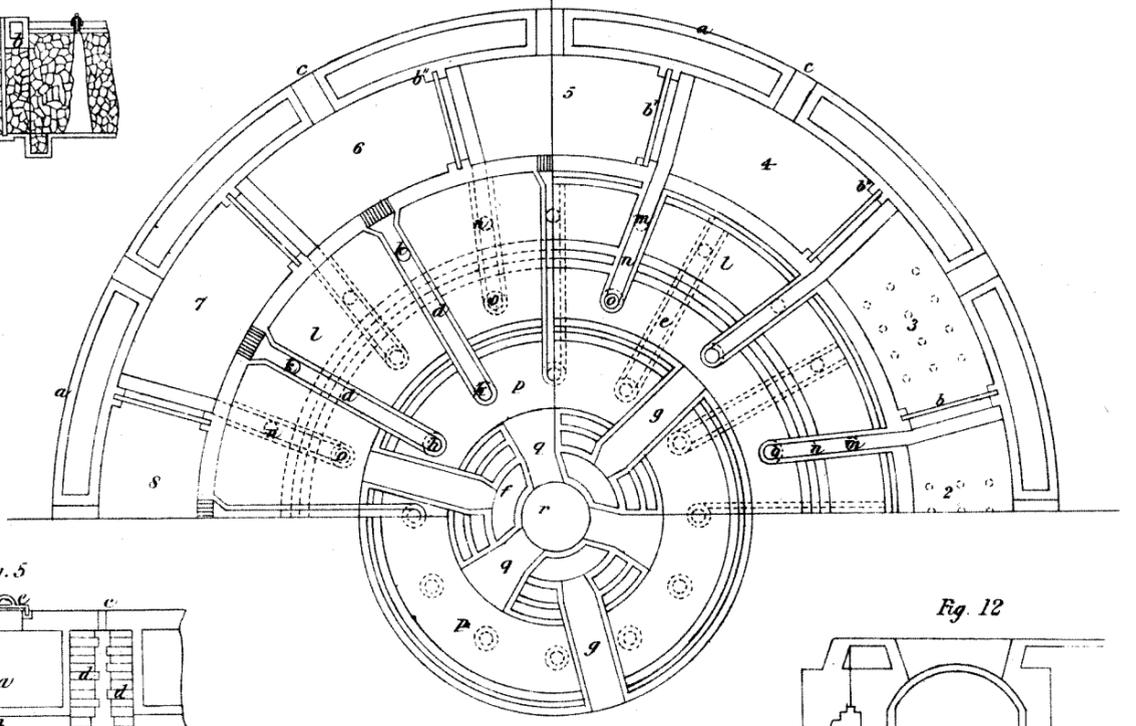


Fig. 5

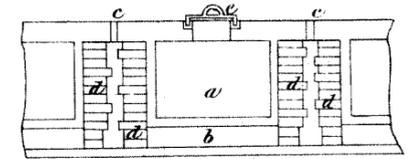


Fig. 6

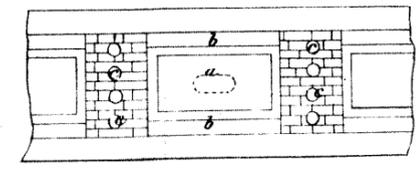


Fig. 11

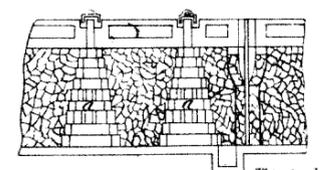
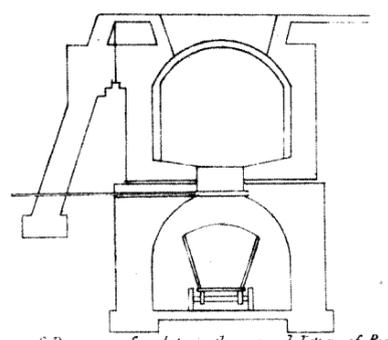


Fig. 12



This is the Paper of Drawings referred to in the annexed Letters of Registration granted to Friedrich Hoffmann the first day of July, 1867

Signed John Young



A.D. 1867, 8th July. No. 155.

**A PNEUMATIC METHOD FOR THE INOFFENSIVE REMOVAL OF ALL
FLUIDS, SOLIDS, AND GASES, FROM WATER-CLOSETS, &c.**

LETTERS OF REGISTRATION to Charles Thieme Liernur, for an Invention of a Pneumatic method for the inoffensive removal of all fluids, solids, and gases from Water-closets or Privies, and their conduits, and of storing said Materials so that they may be applied in their natural unchanged form to Agriculture and other branches of Industry.

[Registered on the 9th day of July, A.D. 1867, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SIR JOHN YOUNG, Baronet, Knight Commander of the Most Honorable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Captain General and Governor-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS CHARLES THIEME LIERNUR, of Frankfort-on-the-Maine, in Germany, engineer, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, " Of an invention for a pneumatic method for the inoffensive removal of all fluids, solids, and gases, from water-closets or privies, and their conduits, and of storing said materials so that they may be applied in their natural unchanged form to agriculture and other branches of industry," which is more particularly described in the specification and paper of drawings which are hereunto annexed ; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four ; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years : And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of

A pneumatic method for inoffensive removal of fluids, solids, &c., from water-closets.

Council, to grant, and do by these Letters of Registration grant, unto the said Charles Thieme Liernur, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said Charles Thieme Liernur, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Charles Thieme Liernur shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this eighth day of July, in the year of our Lord one thousand eight hundred and sixty-seven.

(L.S.)

JOHN YOUNG.

SPECIFICATION

OF the invention of Charles Thieme Liernur, engineer, of the firm of "Liernur, Krepp, and Company," American engineers, of Frankfort-on-the-Maine, in Germany, for "A pneumatic method for the inoffensive removal of all fluids, solids, and gases from water-closets or privies and their conduits, and of storing said materials so that they may be applied in their unnatural unchanged form to agriculture and other branches of industry": Now know ye, to whom these presents shall come, that I, the said Charles Thieme Liernur, do hereby declare the nature of my said invention, and in what manner the same is to be performed, to be particularly described and ascertained in and by the following statement:—

I will commence by giving a general description of my sewage system (See plate No. 1 of accompanying drawing, which shows the general arrangement as applied to part of a city):—A reservoir is placed under the pavement at all the street-crossings. All the surrounding privies empty, by means of pipes, into this reservoir in such a manner that no offensive gases can escape. The pipes are provided with stop-cocks or valves, which can be worked from the side walks so that the communication between the privies and the reservoir can be established at will. Once in twenty-four hours, or whenever the process is deemed necessary, and while the stop-cocks are shut, the air is pumped out of the reservoirs and pipes. The cleaning process consists then simply in opening and closing again these stop-cocks one after the other, whereby the whole contents of the privies, including the gases, will be discharged at once into the subterranean reservoir, with the force of an atmospheric pressure equal in its mechanical effect to the rushing through of a column of water from 25 to 30 feet high. The human urinal discharges afford moisture enough to prevent drying and caking of the solid excrements, and to keep them in a sufficiently liquid state, to admit of easy removal, so that the privies will be left every day totally clean and supplied with fresh air. The reservoirs are then emptied by a similar inodorous pneumatic process, and their contents removed in waggons. By this method, which is cheaper and far more effective than any other system, the natural condition of human excrements is maintained, their transportation becomes practicable, and their value for agriculture is immeasurably increased, as they are undeteriorated by admixture with deodorizing chemicals, or dilution by water. In brief, the object and nature of my invention may be set forth as follows:—

(a.) To empty and thoroughly clean water-closets or privies and their pipes daily, or whenever desired, by atmospheric pressure, removing all solids, fluids, and gases contained therein, and supplying them in lieu thereof with fresh air.

(b.) To effect this cleaning, and also the removal of the excrements in a manner inoffensive to the inhabitants.

(c.) To collect, store, and transport in an inodorous manner the excrements obtained as above.

(d.) To apply the excrements to land as a fertilizer in such a manner that direct contact with the seeds is prevented, that all the useful latent gases contained in them are absorbed and dissolved by the soil, and that the surrounding atmosphere is not contaminated.

It will be seen that the above four points, though thus classed and divided, form notwithstanding one systematic indivisible whole, any one being ineffectual, incomplete, and comparatively worthless, unless in combination with the others. Thus, for instance, no useful object would be accomplished in thus cleaning the privies and their conduits, unless in combination therewith means were provided to dispose of the material thus obtained in an inoffensive manner, otherwise it might as well have been left to contaminate the air where it was before. Hence these points form but parts of one united idea and purpose, and cannot be separated without prejudice to the utility of the invention.

And firstly, having now given a general description of my system of sewage, and set forth the nature and object of my invention, I will proceed fully to explain the first part (a) by giving a detailed description of the sewage apparatus. Figures 1 and 2, plate No. II of the drawing, show plan and section of reservoir. This reservoir may be composed of boiler-plate or any other dense material, have the general form shown in the drawing or other suitable shape, and must be strong enough to resist atmospheric pressure. Its size is a matter of calculation, depending upon the number of privies which empty into it. In its spherical top there are openings for the connection of the main sewage pipes. There are also two vertical pipes, the larger one (the dung pipe) reaching nearly to the bottom, is used for emptying the reservoir

A pneumatic method for inoffensive removal of fluids, solids, &c., from water-closets.

reservoir by means of a pneumatic waggon, the small one only pierces the top and serves for pumping out the air. Both pipes are enclosed in a casing covered with a lid lying on a level with the street pavement. Figures 3 and 4 show plan and section of the stop-cocks or valves placed on the branch pipes connecting the privies with the main pipes near the edge or curb of the side pavements or trottoirs. The stop-cocks or valves are opened and closed by applying a lever to an underground socket, and may be sliding, as shown in the drawing, or of the rotary butterfly balanced, or any other suitable kind. The mode of connecting privies with a vertical privy pipe, prolonged to the roof for purposes of ventilation, is shown by figure 5. The lower part of this vertical pipe has a bend for the collection of the excrements falling during the day from the privy funnels of the various floors. The vertical pipe is best made of brown stoneware, glazed inside; the curved portion leading to the trottoir valve should be made of cast iron, and the privy funnels of glazed white stoneware. The latter, shown more in detail in figure 6, now take the place of the so-called water-closets; they are constructed so as to effect a speedy downward movement of the human discharges, and to prevent matter dropped from a funnel above finding a resting place on a lower one. There being one valve to the funnel outlet to bar the passage, nothing is seen at any time but a clean, short, white tube, with a dark abyss beyond, instead of the disgusting sight of a mass of excrements and soiled paper, so often presented in water-closet basins with valves or water-traps. The droppings from the funnels above falling in the bend below, pounded together in one homogeneous mass, form there a sort of piston, upon which the atmospheric pressure admitted by the ventilator in the roof acts with a force of from 280 to 300 pounds for a 7-inch pipe, whenever the trottoir valve is suddenly opened after a vacuum in the reservoir and main pipes is effected. The paper used is now a useful and important means for sweeping and cleaning, and gives to the mass a tenacity and compactness which it would not otherwise have. Cloths, old rags, and all such materials often thrown into privies also assist the pneumatic process instead of causing stoppages, nor can even old shoes or stones be any impediment to the mighty force operating towards their removal. As the outlet of the privy funnel, where it joins the vertical pipe, is made smaller than the bend portion of the privy pipe, or any other part of it, and has also a less area than the trottoir valve opening, it follows that whatever passes through the privy funnel will surely find its way into the street reservoir. A central valve placed on the reservoir may be used instead of the various stop-cocks where the reservoir can be placed at about an equal distance from all the privies emptying into it, as, for instance, in courts or squares.

Secondly,—I now come to the second part (*b*) of my invention, namely—The inodorous removal of excrements. This is accomplished by placing upon a pneumatic waggon a small steam engine, which drives an air pump without emitting smoke or sparks, the fuel being coke or similar material. All the air pumped out of the subterranean and waggon reservoirs is immediately injected into the furnace of the steam boiler, said air containing oxygen enough to give a good blast for feeding the flame and burning all noxious gases mixed with it, so that the whole process does not molest even passers-by. The pipe or tube which conveys the offensive air to and into the furnace may be turned and formed in various ways, depending upon whether the steam boiler is horizontal or vertical, or of any other known form, and upon the position of the air-pump its shape and construction are immaterial so long as the above purpose is accomplished. I am well aware that heretofore noxious gases have been made inoffensive by passing them through fire, but to the best of my knowledge and belief this has only been done by stationary, and not by locomobile or portable engines. The point of novelty claimed here is the combination of a steam air pump with the furnace of a small steam boiler attached to the reservoir of a pneumatic waggon, which is for the time being connected with a street reservoir by means of a flexible pipe for the purpose of removing the contents of privies into said reservoir, and purifying the foul air evolved by this process.

The human excrements thus collected in the pneumatic waggon reservoir, in their natural condition undeteriorated by chemicals or dilution by water, are now ready for storage or shipment, which may be effected in different ways depending on the topographical position of the town and the nature of the lands within its vicinity. Large covered vaults, constructed of masonry, and placed within suitably arranged buildings, will be found useful in many cases. The buildings should be entirely closed and ventilated by a chimney in which any escaping gases are burned. The wagons drive inside such buildings, and there decant their contents by direct pressure. Air-tight iron boats for the pneumatic waggons to empty their contents into may be employed in case a city is situated on a navigable stream leading to lands adapted to culture by human manure. Such boats form then at once an excellent means of conveyance.

Thirdly,—the next part (*c*) of my invention, namely, the inodorous collection and storage and transport of the excrements, is accomplished by employing air and water-tight barrels, constructed of any suitable material of any form and dimensions, and strong enough to bear any handling when filled. Such barrels, filled also by pneumatic process, may be forwarded by railroad, steamboat, or any other conveyance, to any distance required, in a perfectly inoffensive manner.

Fourthly, the last part (*d*) of my system, namely, the application of excrements to land, is accomplished by ploughing them direct into the ground instead of casting them over the surface, as done heretofore, by which improved mode a direct subsoil application is obtained. This ploughing in is done by fastening over the bung-hole of one of the above described barrels a pipe, by means of a stout leather breeching and two broad straps, and placing the barrel so arranged on the plough (see plate III.) Through this pipe the contents of the barrel are discharged at once into the furrow made by the ploughshare, while a small valve at the lower end of the pipe regulates the rate of discharge. Two scrapers behind the pipe level, again the ridges of the earth cast up by the ploughshare, thus throwing down the loose soil to mix with and absorb the manure, and at the same time closing the furrow. When one barrel is emptied the pipe is taken off and fastened to another full one, and the process repeated. A light carriage frame standing on three wheels is placed over the plough to support the barrel, and a screw rod is provided to raise or depress the ploughshare for ploughing at different depths, or to lift up the ploughshare entirely, so that the apparatus may be driven with ease over common roads. The drawing is only illustrative of the mode in which such ploughs may be built or existing ploughs altered to effect the required purpose. No particular construction or mode of effecting this can be described, as the object of this invention is to apply it to any existing plough, and these are formed of all sorts of forms and dimensions. The claim is here simply for placing barrels containing manure on ploughs, so that such manure shall be dropped into the furrow, and for closing the furrow immediately afterwards, as above described.

The

A pneumatic method for inoffensive removal of fluids, solids, &c., from water-closets.

The advantages and purposes of the above mode of applying manure are twofold. Firstly,—while the ploughshare breaks up and turns over the earth for sowing or planting, the manure is deposited in the furrow behind, and does not come therefore into immediate contact with the soil receiving the seed, but is left gradually to impart its fertilizing ingredients to the loose soil, partly by absorption and partly by solution of the latent gases. This most important process is assisted and promoted by the closing of the furrows immediately afterwards, whereby evaporation is prevented. The result is that when this system is applied the second season the soil when turned over by the ploughshare is found manured for the coming crop, without there being any danger to its vigorous and healthy growth by the direct contact of the seed with fresh human manure, which contact experience has shown must be carefully avoided. Secondly,—the solution and absorption of all offensive gases by the loose soil which covers the human manure immediately after its deposit prevents evaporation, and consequently the contamination of the atmosphere.

What I claim as of my invention may be summed up as follows:—

Firstly,—The instantaneous daily inodorous emptying of privies and their pipes, by suddenly opening slide or other valves, which place them in connection with street reservoirs, out of which the air has been pumped after the manner and employing substantially as described in firstly or part (a) of this description.

Secondly,—Employing a pneumatic waggon, having attached to its reservoir a steam engine driving an air pump for the purpose of exhausting the air from the conduits and subterranean reservoirs which communicate with the surrounding privies, to the end that said privies and their conduits may be cleaned and emptied whenever desired by atmospheric pressure, and their contents transferred to the reservoir of said pneumatic waggon, the whole movable apparatus so arranged that the foul air pumped out of such reservoirs and conduits shall be passed through the fire of the steam engine furnace, in order thus to purify it substantially, as described in secondly, or part (b) of this description.

Thirdly,—The inodorous collection, storage, and transport of unchanged and undiluted human excrements in air and water-tight portable barrels, for application to agricultural and other industrial purposes substantially, as described in thirdly or part (c) of this description.

Fourthly,—Placing barrels containing manure on ploughs for the purpose of discharging the contents of said barrels into the furrows made by the ploughshare, and closing said furrows again immediately afterwards by scrapers, the whole contrivance to be adapted to the particular construction of the ploughs substantially as described in fourthly or part (d) of this description.

In witness whereof I, the said Charles Thieme Liernur, have hereunto set my hand and seal this fifteenth day of June, in the year of our Lord one thousand eight hundred and sixty-six.

C. T. LIERNUR. (L.S.)

This is the specification referred to in the annexed Letters of Registration, granted to Charles Thieme Liernur this eighth day of July, 1867.

JOHN YOUNG.

REPORT.

Sydney, 5 January, 1867.

SIR,

In compliance with your request we have examined Mr. Charles Thieme Liernur's specification of an invention of "A pneumatic method for the inoffensive removal of all fluids, solids, and gases from water-closets or privies and their conduits, and of storing said materials so that they may be applied in their natural unchanged form to agriculture and other branches of industry," and we have now the honor to report that we see no objection to Letters of Registration being granted as desired.

The drawings referred to in the specification have not been supplied to us; but they do not seem necessary to the proper understanding of the invention.

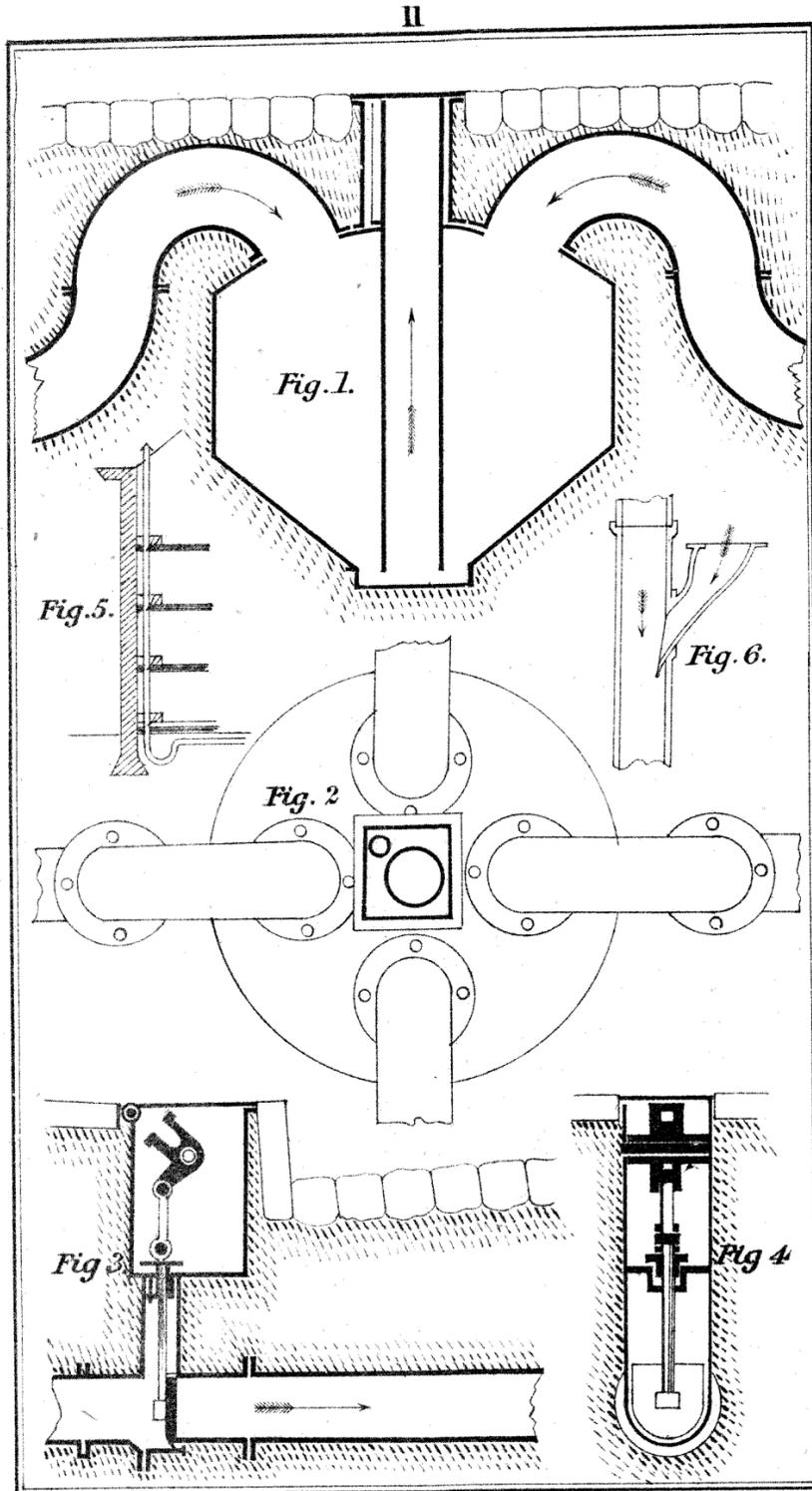
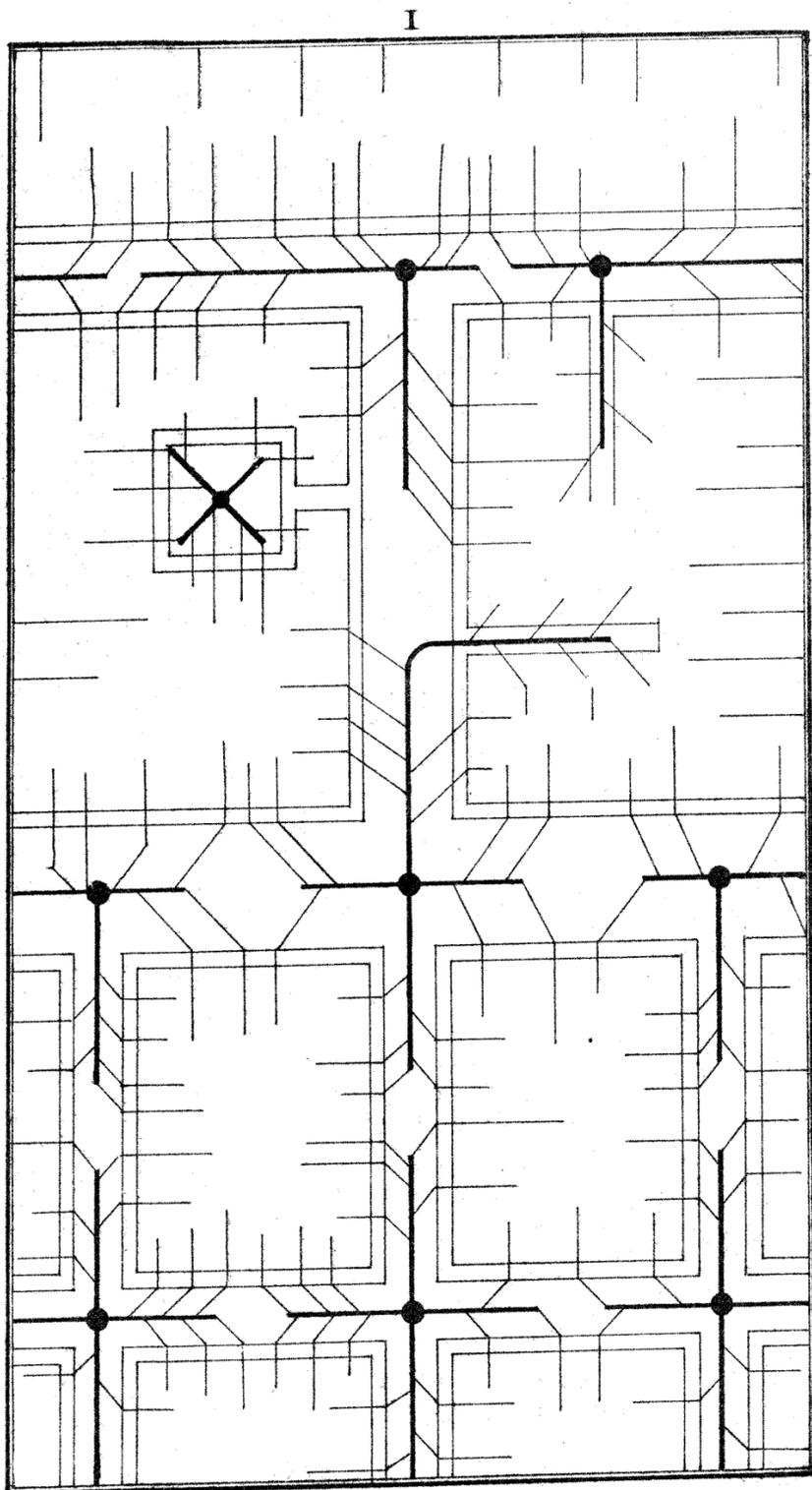
We have, &c.,

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THE COLONIAL SECRETARY.

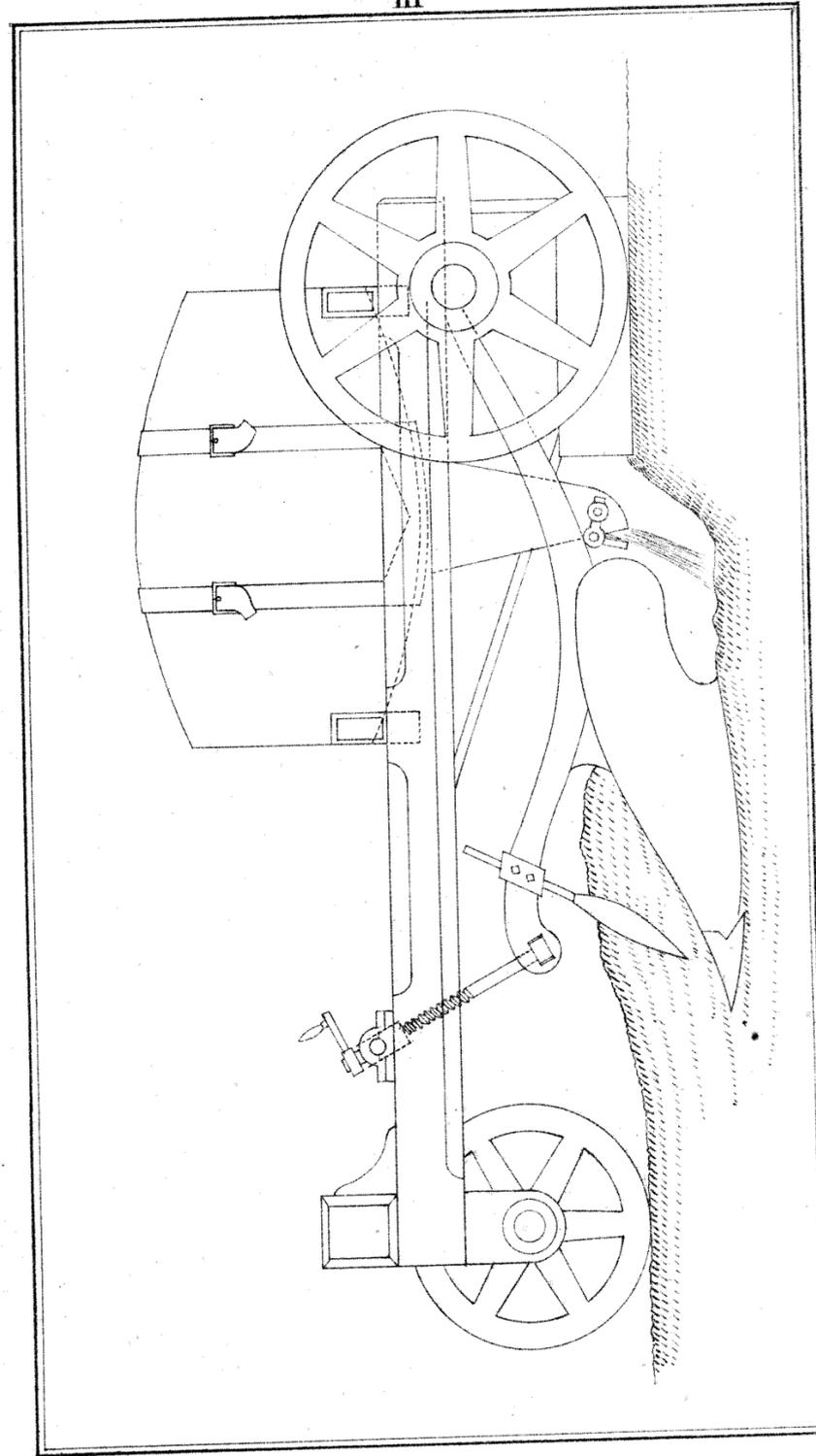
J. SMITH.
JAMES BARNET.

[Drawings—one sheet.]

(COPY)



C. J. Liernur



This is the Paper of Drawings referred to in
 the annexed Letters of Registration granted to
 Charles Thieme Liernur this eighth day of
 July 1867

Signed John Young

I William Henry Archer Registrar General of the Colony of Victoria hereby
 certify that the above is a true copy of the drawings annexed to C. J. Liernur's
 specification of Letters Patent Nº 966. deposited in this Office.

Registrar General's Office
 Melbourne June 7th 1867.

Signed W. H. Archer



A.D. 1867, 26th July. No. 156.

SELF-ACTING METHOD OF, AND APPARATUS FOR, PRESERVING FISH, &c.

LETTERS OF REGISTRATION to Thomas Sutcliffe Mort, for an Invention of a self-acting Method of, and Apparatus for, Preserving Fish, Flesh, and Fowl, and all other articles of Food, by a process of Refrigeration.

[Registered on the 27th day of July, A.D. 1867, in pursuance of Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SIR JOHN YOUNG, Baronet, Knight Commander of the Most Honorable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Captain General and Governor-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS THOMAS SUTCLIFFE MORT, of Greenoaks, near Sydney, in the Colony of New South Wales, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, "Of an invention of a self-acting method of, and apparatus for, preserving fish, flesh, and fowl, and all other articles of food, by a process of refrigeration," which is more particularly described in the specification and paper of drawings which are herunto annexed ; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four ; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years : And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said Thomas Sutcliffe Mort, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said Thomas Sutcliffe Mort, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended : Provided always, that if the said Thomas Sutcliffe Mort shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this twenty-sixth day of July, in the year of our Lord one thousand eight hundred and sixty-seven.

(L.S.)

JOHN YOUNG.

Self-acting Method of, and Apparatus for, preserving Fish, &c.

SPECIFICATION.

TO ALL TO WHOM THESE PRESENTS SHALL COME, I, THOMAS SUTCLIFFE MORT, of Greenoaks, near Sydney, in the Colony of New South Wales, send, greeting :

WHEREAS I am desirous of obtaining Letters Patent for securing unto me Her Majesty's special license, that I, my executors, administrators, and assigns, or such others as I or they should or may at any time agree with, and no others, should and lawfully might from time to time, and at all times during the term of fourteen years, to be computed from the day on which this instrument is left at the office of the Colonial Secretary at Sydney, make, use, exercise, and vend within the Colony of New South Wales, an invention for "A self-acting method of, and apparatus for, preserving fish, flesh, and fowl, and all other articles of food, by a process of refrigeration;" and in order to obtain the said Letters Patent, I must, by an instrument in writing under my hand and seal, particularly describe and ascertain the nature of the said invention, and in what manner the same is to be performed: Now know ye, that I, Thomas Sutcliffe Mort, do hereby declare the nature of the said invention, and the manner performed, to be particularly described and ascertained in and by the following statement and description, reference being had to the drawings hereunto annexed, and to the letters and figures marked thereon, which indicate the parts there referred to, and here particularly explained, that is to say:—

The invention being an application of Faraday's discovery of the liquefaction of certain gases by pressure, and the capacity of such gases for the absorption of heat on their release from liquefaction, has for its object the introduction of improved mechanical arrangements, whereby such gases may be employed to produce a temperature sufficiently low to secure the preservation of all articles of food.

Although claiming the use of other liquefying gases, I claim and propose to work my apparatus by means of ammoniacal gas, which, by reason of its great solubility in water and of the quantity of caloric which it absorbs in passing from the liquid to the gaseous state, and on account of its safety for use on shipboard, appears to be the most suitable agent to employ.

I now proceed to describe, with the aid of the drawings annexed, the mechanical arrangements by which the object of the said invention can be practically carried into effect.

Figure No. 1 represents a transverse sectional elevation of the apparatus, which is exhibited as if placed on shipboard, although it will likewise be used on land.

Figure No. 2 represents a sectional plan of the mode of applying heat to the separator.

No. 3 represents a sectional plan and sectional elevation of an apparatus which I call the "portable meat preserver."

All the vessels, pipes, and cocks which may come in contact with the liquid to be gasified, must be made of iron or other suitable material on which the gases will have no destructive effect.

I commence by describing the main portions of the apparatus as seen in the drawing of figure No. 1.

A, a metallic vessel called the separator, filled for two-thirds of its capacity with a concentrated aqueous solution of ammonia. B, a Leibig's condenser, to condense in great part the aqueous vapour and reduce the temperature of the gas previous to its entering the desiccator. C, called the desiccator, consists of several spiral coils immersed in a bath, through which a constant stream of cold water is kept running. By this desiccator, offering as it does a large cooling surface, it is intended to complete as far as possible without chemical agencies the desiccation of the gas before it enters the liquefying vessel, and by the cold water to carry away the heat given off during the said desiccation. D, called the liquefying coil, made to offer a large cooling surface to the desiccated gas internally compressed to liquefaction. E, a metallic vessel, called the liquefied gas receiver, into which the liquefied gas passes from the liquefying coil D. These portions of the apparatus are immersed in a bath common to both, through which a current of cold water is kept flowing, to remove the heat given off during liquefaction. F, a metallic vessel, called the feeder, from which the concentrated aqueous solution of ammonia is supplied to the separator A. This vessel is also immersed in a bath having cold water running through it to remove the heat given off during the rectification which takes place after each successive liquefaction. G, a wooden vat, called a cooler, containing a small metallic coil immersed in running water, having for its object the rapid cooling of the weak ammoniacal liquor on its passage from the separator A to the re-absorber H. This coil is so arranged that the water at each turn of the coil is kept at a different cooling temperature; the hot water is removed at the surface, the cold water being introduced at the bottom of the vat. This cooler removes the bulk of the heat. GG, also a cooler, constructed similarly to the cooler G, in which the cooling of the weak ammoniacal liquor is completed. H, a metallic vessel, called the re-absorber, into which the cooled weak ammoniacal liquor is received to be re-saturated with ammoniacal gas. This vessel is provided with a large internal coil of metallic piping, through which a constant stream of cold water is allowed to flow to carry away the heat given over during the re-absorption of the gas. After the internal refrigeration has been effected, the water escapes into a wooden vat surrounding the re-absorber H, from which it is permitted to flow freely to assist in maintaining the ammoniacal solution in a cool state. The re-absorber is provided with level gauges similar to that of the separator hereafter described, to mark the rise and fall of the liquid within. III, three or more metallic vessels, made in any suitable shape to receive the articles of food to be preserved, and called the meat receivers. It will only be necessary to describe one of these vessels, as the principle on which they are all constructed is alike. The meat receiver is made with a double casing to form a compartment, having its walls perfectly tight, to contain the liquefied gas supplied from the liquefied gas receiver E. This vessel is surrounded by some good non-conducting substance, as charcoal, felt, or gutta-percha, enclosed in a wooden covering painted or varnished to exclude moisture. The two shells of the cylinder should be placed eccentric to each other, so that the inner shell will rest upon the bottom of the outer one, leaving at the top a space of about two inches. A similar arrangement can be applied to any other shape of meat receiver with a double casing.

Having thus described the several main portions of my apparatus, I shall proceed by figures to explain the various detailed parts.

Self-acting Method of, and Apparatus for, preserving Fish, &c.

1, a level gauge, provided with a glass tube, in order to ascertain the height of the liquid in the separator A, and thus enabling the temperature necessary for volatilising the gas for liquefaction to be regulated, and in its turn insuring the refilling of the separator with the strong solution to the proper height.

2, a steam-cock, to admit steam into the internal coil of the separator A.

3, a metallic coil, fixed inside the separator A, to supply heat to the concentrated aqueous solution of ammonia.

4, a discharge-cock, through which the condensed steam is returned into the water space of the steam boiler.

5, a small pipe, admitting water into the water space of the Leibig's condenser.

6, a stop-cock, for cutting off the communication when required between the desiccator and the liquefying portion of the apparatus.

7, a branch pipe from the desiccator C, leading to the feeder F.

8 is a rectifying stop-cock, to regulate the communication between the desiccator and the feeder.

9, a stand-pipe, perforated at the extreme end with minute holes, and attached near the bottom of the feeder F, and plunged into the ammoniacal solution contained therein.

10, a feed-pipe, connecting the lower part of the feeder F with the top of the separator A.

11 is a stop-cock, to admit the ammoniacal solution when necessary into the separator from the feeder.

12, the weak liquor discharge pipe, from the lower part of the separator A. The pipe carries the weak liquor through the coils of the coolers G and GG into the re-absorber H.

13, 13°, two stop-cocks, to close the connection between the separator and the re-absorber, 13° being a two-ways-cock.

14, a perforated tubular ring, fixed internally in the upper part of the re-absorber H for distributing the weak liquor in fine jets, thereby enabling the gas contained under pressure in that vessel to be re-absorbed and the pressure neutralised.

15, a downward pipe, branching from the junction of the Leibig's condenser with the desiccator, to return the condensed aqueous vapour to the separator A to mix with the hot liquor, that the gas brought with it may be re-volatilised.

16, a pipe, connecting the lower part of the liquefied gas receiver E with the meat receiver I. I would here remark that in the drawing of the transverse sectional elevation of my apparatus (fig. No. 1), I have shown a cross branch pipe, representing the connection between the gas compartments of the various meat receivers, to be extended as the vessels to be refrigerated are multiplied. I have only described the refrigerating operation as applied to the double cylinder in the centre of the ship to avoid complication by mere repetition.

17, a stop-cock, called the passing-cock, to supply the meat receiver with liquefied gas.

Before proceeding further with the detailed description of the apparatus, I think it better, for a clear understanding of the *modus operandi*, to point out the means by which, without the assistance of pumps or other external mechanical appliances, I am enabled to move the liquid from one vessel to the other, even when at times there is a great pressure in the vessel into which the liquor is to be conveyed opposing its entrance. My contrivances, by dispensing with any external motive power to force the liquid from one vessel to the other, will be found to provide a perfect security against any loss whatever of the gas employed, and to ensure with the greatest certainty the removal of the weak liquor from the separator, and its return to the same saturated with the gas which had been expelled from it.

1st. The removal of the weak liquor left in the separator after the gas has been drawn off is effected by the pressure to be obtained by increasing the heat in the coil inside the separator, the amount of which can be regulated by the steam admission-cock 2.

This heat forces the hot weak liquor through the coolers G and GG, until being thoroughly cooled it reaches the re-absorber, into which it quickly enters, a partial vacuum having been produced by the immediate absorption of ammoniacal gas.

2nd. The removal from the re-absorber to the feeder of the liquor, which has been made into a strong concentrated aqueous solution by the re-absorption of the gas from the vessels to be refrigerated is effected by borrowing pressure from the liquefying coil by a suitable connection, to be described. On the application of this gas pressure the liquid in the re-absorber is forced into the feeder through the connecting pipe, which is opened for that purpose.

3rd. The separator is refilled with the strong solution from the feeder, although the pressure in the former vessel is greater than in the latter, by allowing the excess of the pressure in the separator to pass through the feed-cock 11, and to ascend through the pipe 10 into the feeder, while at the same time is opened the stop-cock 8, which controls the communication between the desiccator and the feeder; an equal pressure in the two vessels is soon effected, and the law of gravitation being free to act takes the liquid from the feeder to the separator.

4th. The removal to the re-absorber, of the cold aqueous solution which constantly accumulates during gasification in the gas compartment of the meat receiver, is accomplished by borrowing gas pressure from the liquefying coil, by an arrangement similar to that already described in connection with the removal of the strong liquor from the re-absorber.

I now continue the explanation of the details.

18, an internal pipe, fixed near the bottom of the re-absorber H.

19, a stop-cock, for controlling the connection between the re-absorber H and the feeder F, which is established by the pipes 20 and 20°, leading into the feed-pipe 10, which communicates with the feeder.

21 and 21°, the gasifying U pipe, which connects the gas compartment of the meat receiver I with the re-absorber H.

22, a cock, to regulate the production of cold.

23, an internal perforated pipe, for diffusing the gas through the weak liquor in the re-absorber H.

24, 24°, 24°, are three stop-cocks, used in applying the pressure in the liquefying coil D to the removal of the liquid from the re-absorber to the feeder, and from the gas compartment of the meat receiver to the re-absorber.

Self-acting Method of, and Apparatus for, preserving Fish, &c.

25, a pipe, branching on to the upper part of the liquefying coil D, and communicating with the three stop-cocks, 24, 24°, 24°. W, a pipe, fixed to the upper portion of the water compartment of the feeder, by which cold water is admitted from without to supply the several parts of the apparatus in succession.

26, a downward pipe, to take water into the lower part of the bath, in which the liquefying coil D and the gas receiver E are fixed.

27, also a downward pipe, leading the cold water to the lower part of the bath of the desiccator C.

28, an overflow pipe, leading the water into the refrigerating coil fixed in the re-absorber H.

29, an internal refrigerating coil, fixed in the re-absorber.

30, the water escape, at the end of coil 29.

31, an overflow pipe, leading first into the cooler GG and then into the cooler G, from which last the heated water is allowed to escape through the waste-pipe 32.

33, a water escape pipe, to discharge the heated water from the Leibig's condenser B into the waste-pipe 32.

34, a stop-cock, connected by a suitable pipe to the upper part of the re-absorber H, and to which is attached a flexible pipe, whose end is plunged into a vessel of fresh water.

35, a fresh water vessel, for collecting the ammoniacal gas which accompanies the air expelled from the several vessels previous to starting the work of the apparatus.

Having described all the various parts generally and in detail, it now remains to explain the practical operation thereof, which is commenced by forcing into the separator the re-absorber and the feeder through the two-ways-cock 13°; the liquid ammonia of commerce, which for use in the apparatus is rectified to the required strength, as follows:—Having closed all the cocks, and the separator A having been filled to two-thirds of its capacity with the aqueous solution of ammonia, and the re-absorber having been supplied with the same strength of the ammoniacal solution to two-thirds of its capacity, and lastly, the feeder having been similarly supplied to one-third of its capacity,—the steam admission cock 2 is opened and heat is gently applied through the internal coil 3 to the solution in the separator A, the condensed steam-cock 4 being also opened to let the condensed steam return to the steam boiler. To establish communication between all the spaces of the apparatus not filled with liquid, the three pressure-cocks, 24, 24°, 24°, the passing-cock 17, the stop-cock 6, and the rectifying-cock, are opened; then the air-cock 34 is opened.

By the admission of steam through the internal coil 3 in the separator, heat is transmitted to the ammoniacal solution, which immediately begins to give off gas, which, filling the empty spaces of the vessels and pipes of the apparatus, drives before it all the air contained therein. The water in the vessel 35 absorbs the ammonia which escapes intermixed with the expelled air, and the air passes away in bubbles. When the air bubbles cease, and a rattling noise is heard in the water, it is known that all the air has been expelled. All the cocks, except the rectifying-cock 8 and the steam-cocks, are now shut; the rectifying-cock is left open to allow the ammoniacal gas contained in the separator A to be re-absorbed under pressure by the liquid in the feeder F, which it reaches by passing through the Leibig's condenser B, the desiccator C, the branch pipe 7, and finally by the perforated cross-pipe 9, which distributes it amongst the solution in the feeder, thereby greatly strengthening it ready for liquefaction. The pipe 15 returns, during this operation, the aqueous vapour condensed in the desiccator C to the separator A. The heat in the separator is gradually increased until the gas therein is nearly all exhausted; the rectifying-cock is now closed; then are opened the weak liquor stop-cocks 13 and 13° (which last is the two-ways-cock, and must be so turned that the communication with the re-absorber is shut off and the weak liquor can be removed), and the weak liquor is driven in succession through the coils in the coolers G and GG. This weak liquor being cooled is removed from the apparatus by the two-ways stop-cock 13°, and the stop-cocks 13 and 13° are thereupon closed. The extraction of the weak liquor at this stage is to give an increased quantity of absolute ammonia into the machine, in order to fill, under the liquefying pressure, all the empty spaces. This operation should be repeated according to the number of vessels to be refrigerated for the preservation of food.

Being now ready for the liquefying operation, the steam-cock 2 is shut, and the feed-cock 11 and the rectifying-cock 8 are opened. The strengthened liquor in the feeder F, being placed under two equal pressures, is allowed to rush into the separator A by its own gravitation until the quantity of liquid necessary for liquefaction is passed. This being done, the cocks 11 and 8 are closed, steam is again gradually admitted by the steam-cock 2, to pass as before through the coil 3, by the condensed cock 4, to the steam boiler. The communication cock 6 being opened, a free current of gas takes place through the Leibig's condenser B, the desiccator C, and the liquefying coil D, into the liquefied gas receiver E. The steam is gradually increased until the liquefying pressure is attained, which pressure is maintained until nearly the whole of the ammonia in the separator A is liquefied, which fact is known by looking at the level-gauge 1. Ammoniacal gas, being a non-permanent gas, has the property, as discovered by Faraday, of liquefying at a pressure of six and a half atmospheres when exposed to a temperature of 60° Fahrenheit, or at a lower or higher pressure according to the temperature. To obtain absolute ammoniacal gas it would be necessary to desiccate it thoroughly by chemical agencies; but by the working of my apparatus such perfect desiccation is not needed, as provision is made to return the aqueous solution which escapes through the desiccator, which only dries the gas according to the temperature of the water flowing through the bath. The desiccated ammoniacal gas being compressed into the liquefying coil D at the liquefying pressure, soon changes its state to a liquid, giving off during the change the latent heat it contains, which latent heat is removed by the stream of cold water constantly flowing into and from the bath in which the liquefying coil D and the gas receiver E are immersed.

The liquefying-cock 6 and the steam admission cock 2 being closed, the pressure-cock 24, next to the re-absorber, is opened to allow the gas from the liquefying coil D to press upon the saturated liquid in the re-absorber H; at the same time the discharge-cock 19 is opened, and the liquid flows through the internal pipe 18, passing through pipe 10, and entering the feeder F, which vessel, however, is not allowed to be completely filled, one-tenth of its capacity being left vacant to provide for the increased volume which it will have to hold when rectification takes place after each successive liquefaction. The pressure-cock 24 is now closed, and the rectifying-cock is opened, and the remainder of the ammoniacal gas contained in the

the

Self-acting Method of, and Apparatus for, preserving Fish, &c.

the weak liquor in the separator A is then rectified into the feeder F, which operation effects the twofold object of depriving the weak liquor of its ammonia, and of strengthening the strong solution in the feeder previous to its being liquefied. The rectifying-cock 8 being again closed, and the weak liquor cocks 13, 13°, opened, and the two-ways-cock 13° being turned so as to convey the weak liquor into the re-absorber H through the perforated ring 14, a little steam is admitted through the coil 3, which soon generates sufficient pressure to overcome the resistance offered by the gas in the re-absorber H. As soon as the weak liquor enters the re-absorber the pressure is neutralised and the steam is turned off. The weak liquor during its passage through the coolers G and G' has its temperature lowered from 300° Fahrenheit to that of the water flowing through the said coolers. The separator being now empty, another charge from the feeder is allowed to pass into it by the means already described; all the open cocks are now shut, and the passing-cock 14 is opened, and the liquefied gas, held in the gas receiver E, flows, by its combined pressure and gravity, into the gas compartment of the meat receiver I. When the gas receiver E is empty the passing-cock 17 is closed, the steam admission cock 2, and all other cocks requisite in the operation of liquefaction, as before fully explained, are opened, and the liquefaction is resumed. Everything is now ready for the production of cold, which is effected as follows:—The freezing-cock 22, connected with the gas compartment of the meat preserving vessel by U pipe 21 and 21°, is opened, and the gas in the said compartment is allowed to enter the U pipe 21 and 21°, and to escape into the weak liquor in the re-absorber by the perforated pipe 2, 3. Into the re-absorber the liquefied gas from the gas compartment of the meat receiver rushes with great violence, for it is still under its liquefying pressure, and there is a partial vacuum in the re-absorber; and furthermore, ammoniacal gas has so great an affinity for water, that at a temperature of 60° Fahrenheit, water will absorb six hundred and sixty times its volume of ammoniacal gas. Under such circumstances the gas is re-absorbed and the liquor gradually restored to its full strength, prepared for re-liquefaction by the process already described.

During the operation the liquefied gas in the gas compartment of the meat receiver, losing its pressure, immediately passes into the gaseous state, and robs the vessel in which it was confined and its contents of their heat. The cold soon becomes intense, and very low temperatures can be obtained. After each liquefaction the gas compartment is replenished until the article of food in the meat receiver is reduced to the degree of temperature desired; and such temperature can be maintained by regulating the freezing-cock, and thus enabling the apparatus, by its self-action, to produce cold for days and weeks without any further liquefaction. After repeated gasifications in the gas compartment of the meat receiver, a cold solution, being the produce of the imperfect desiccation through the desiccator C accumulates, of which it is necessary to purge the gas compartment, which object is accomplished by shutting the freezing-cock 22, and opening the pressure-cock 24° next to the passing-cock, and the purge-cock 24°, leading into the re-absorber H. The right time for this operation is when the re-absorber is in vacuum, after the liquefaction is completed.

To avoid complication in the description of the apparatus I have represented, in a separate drawing called fig. No. 2, the mode by which heat is applied to the separator. The heat is applied by steam, which passes through a pipe superheated by the waste heat of the smoke-box, the flue, the funnel, or chimney of the steam boiler, to be condensed and returned to the water space of the said steam boiler. By this arrangement three important objects are attained:—

- 1st. The superheating of the steam by heat, which would otherwise be lost;
- 2nd. The return of the excess of heat left in the condensed steam after it has effected the separation of the ammoniacal gas from the liquid in the separator; and
- 3rd. The maintenance of a constant supply of water in the steam boiler, thereby rendering impossible any risk of explosion.

A, the separator; Z, the boiler; 2, the steam-cock for admitting steam to the internal coil already described amongst the component parts of the drawing (fig. No. 1); 36, the steam superheating pipe, leading from the steam room of the steam boiler through the smoke-box, the flue, funnel, or chimney of the said boiler, according to the construction thereof. This pipe may be varied in form according to the place in which it may be fitted; but the object is the same—to make use of the waste heat, and thereby save fuel. 4, the return condensed water-cock; 37, the pipe conveying the condensed steam to the water space of the steam boiler.

Figure No. 3 represents what I call the "portable meat receiver." This vessel, which is specially intended for use on short journeys or voyages, may, however, be substituted for the meat receiver I of fig. No. 1. The portable meat receiver is a double-cased metallic vessel, of suitable shape, placed inside a case or cask, and protected by some good non-conducting substance, such as charcoal or gutta-percha, packed between the wood and the metal. The object of this vessel is to enable me to preserve articles of food in portable parcels, which is effected by forcing, by suitable contrivances, through the narrow compartment between the two metal walls, a freezing liquid, such as a saturated solution of chloride of sodium, or of chloride of calcium, which does not congeal except at a very low temperature. The freezing medium is introduced by a pipe at the lower or other part of the vessel, as indicated by the direction of the arrow; and after having circulated through the liquid compartment of the "portable meat preserver," it is allowed to escape by another pipe, as also indicated by an arrow, carrying off with it the heat contained in the substance to be preserved by refrigeration. The heated liquid returns to that part of the apparatus from which it derived its low temperature, to be again refrigerated for further use.

The compartment through which the freezing medium is made to circulate may be separated into two spiral-shaped divisions, one of which should be filled with fresh water, to be frozen at the same time the food to be preserved is operated on; through the other division by the freezing medium. The object is to surround the inner metallic portion of the portable meat preserver with a band of ice to assist in maintaining at a low temperature the contents within.

a, a thin metallic vessel, containing the food to be refrigerated; b and b', the liquid compartment for the circulation of the refrigerating medium; c, a movable pipe connection, screwed into the lower or other part of the liquid compartment, through which the refrigerating medium is forced; C, also a movable pipe, through which the refrigerating medium escapes; d, a screwed plug, made of some non-conducting material, to fill the space left vacant on the removal of the movable pipe; E, a piece of wood with a counter-sunk screw, to fill up the space cut in the wooden covering, and to offer a flush surface after the pipe c is removed.

Self-acting Method of, and Apparatus for, preserving Fish, &c.

removed. Similar arrangements are made for filling the spaces in the upper part of the metallic vessel and its wooden covering; *fff* and *f*, the non-conducting substance surrounding the metallic vessel; *g* and *g*, a wooden case or cask, enclosing the metallic vessel; *h*, a cover of wood and metal, with some non-conducting substance between, and lined on the inner side with Indiarubber to prevent the admission of air to the frozen food. This cover can be fixed to the case or cask by wooden screws, or other suitable means.

When the liquid compartment is divided into two spiral-shaped portions, *i i* represent the freezing medium space, and *k k* the ice space.

Having now described the nature and object of the said invention for "A self-acting method of, and apparatus for, preserving fish, flesh, and fowl, and all other articles of food by a process of refrigeration," I would remark, in conclusion, that I claim as my invention the self-acting method of, and apparatus for, preserving fish, flesh, and fowl, and all other articles of food, by a process of refrigeration, and I specially claim:—

- 1st. The continuous operation of the apparatus without the use of any external force beyond the occasional application of heat from a steam boiler.
- 2nd. The mode of applying heat to the "separator."
- 3rd. The mode of rectifying the gases after liquefaction.
- 4th. The mode of removing the weak liquor from the "separator" into the "re-absorber" by its own pressure.
- 5th. The mode of sending up into the "feeder" the strong liquor from the "re-absorber."
- 6th. The mode of returning the strong liquor into the "separator."
- 7th. The arrangement of the "meat receiver."
- 8th. The arrangement of the "portable meat preserver."

THOS. S. MORT.

Witnesses—

E. D. NICOLL.

A. MORRIS.

This is the specification referred to in the annexed Letters of Registration, granted to Thomas Sutcliffe Mort this twenty-sixth day of July, 1867.

JOHN YOUNG.

REPORT.

Sydney, 13 July, 1867.

SIR,

In compliance with your request we have examined the specification and drawings of "A self-acting method of, and apparatus for preserving fish, flesh, and fowl, and all other articles of food by a process of refrigeration," for which Letters of Registration are desired by Mr. T. S. Mort. We have also inspected the apparatus in actual operation, and have been struck with the ingenuity of the plan, and its obvious efficiency and value.

We think there is great merit in this invention, and that it ought to be protected by Letters of Registration as prayed for.

THE HONORABLE
THE COLONIAL SECRETARY.

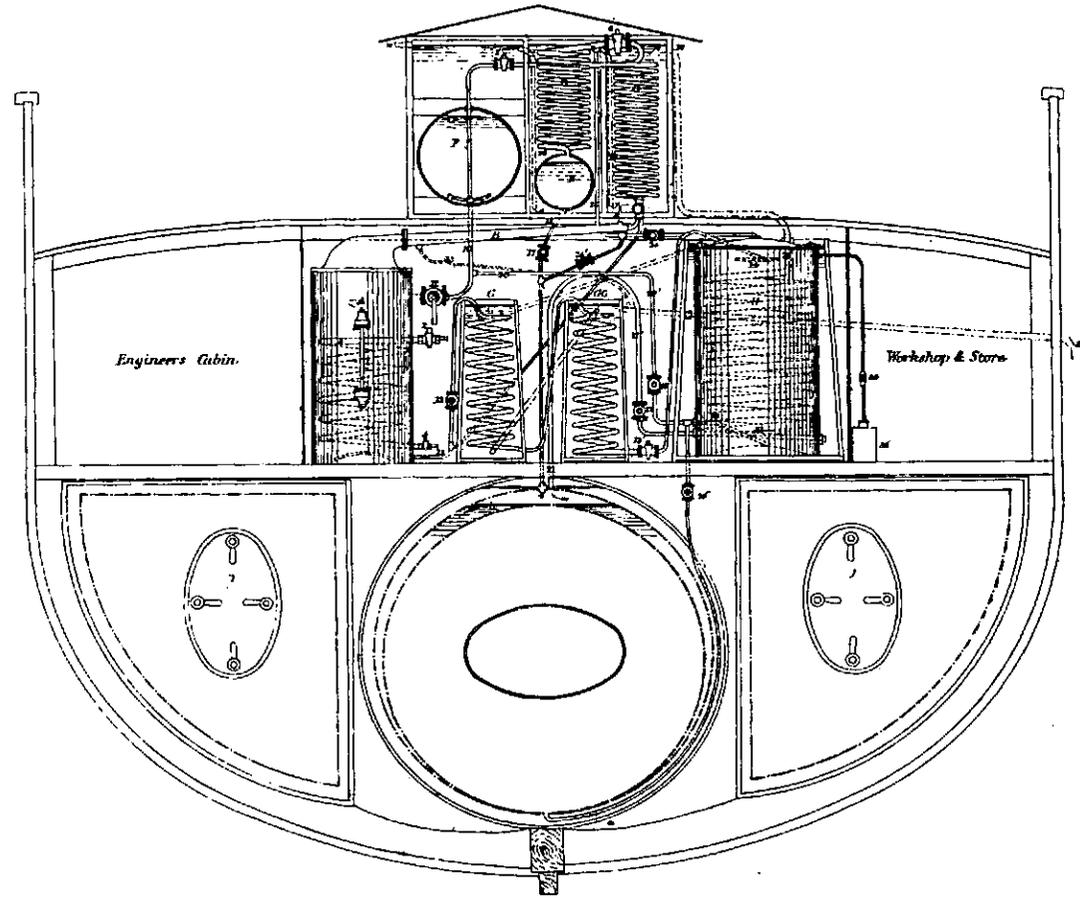
We have, &c.,
J. SMITH.
E. O. MORIARTY.

[Drawings— one sheet.

MEAT PRESERVING APPARATUS

Transverse Sectional Elevation. (Fig Nº1).

Scale 7/8 to a foot.



Application of steam to the separator (Fig Nº2)

Scale 3/4 to a foot

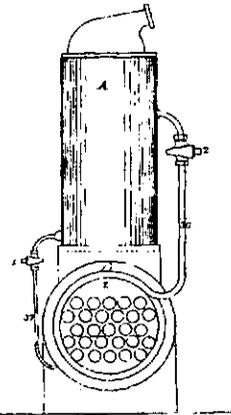
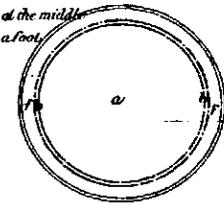


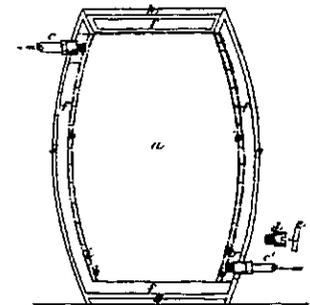
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Sydney, N.S.Wales.

Portable meat preserver (Fig Nº3)

Sectional plan of the middle
Scale 1/2 to a foot



Sectional Elevation



NOTE THIS PLAN IS REDUCED TO 3/4 OF THE SIZE OF THE ORIGINAL LITHOGRAPH

This is the Paper of Drawings referred to in
the annexed Letters of Registration granted to
Thomas Sutcliffe Mark this twenty seventh day
of July 1867

Signed
John Young



A.D. 1867, 15th August. No. 157.

INVENTION FOR PREPARING AND PRESERVING MEAT IN THE FORM OF POWDER.

LETTERS OF REGISTRATION to William Richmond Alexander, for an Invention for Preparing and Preserving Meat in the form of Powder.

[Registered on the 16th day of August, A.D. 1867, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SIR JOHN YOUNG, Baronet, Knight Commander of the Most Honorable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Captain General and Governor-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting:

WHEREAS WILLIAM RICHMOND ALEXANDER, of Brisbane, in the Colony of Queensland, merchant, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, "Of an invention for preparing and preserving meat in the form of powder," which is more particularly described in the specification which is hereunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said William Richmond Alexander, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said William Richmond Alexander, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said William Richmond Alexander shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this fifteenth day of August, in the year of our Lord one thousand eight hundred and sixty-seven.

(L.S.)

JOHN YOUNG.

Invention for Preparing and Preserving Meat in the form of Powder.

SPECIFICATION.

TO ALL TO WHOM THESE PRESENTS SHALL COME, I, WILLIAM RICHMOND ALEXANDER, of
Brisbane, in the Colony of Queensland, merchant, send, greeting:

WHEREAS I am desirous of obtaining Letters of Registration for securing unto me Her Majesty's special License, that I, my executors, administrators, and assigns, and such others as I or they should at any time agree with, and no others, should, and lawfully might from time to time, and at all times during the term of fourteen years, to be computed from the day on which this instrument shall be left at the office of the Colonial Secretary, in Sydney, make, use, exercise, and vend, within the Colony of New South Wales and its dependencies, an invention for preparing and preserving meat, to be called "Patent meat powder." And in order to obtain the said Letters of Registration I must, by an instrument in writing under my hand and seal, particularly describe and ascertain the nature of the said invention and in what manner the same is to be performed, and must also enter into the covenant hereinafter contained: Now know ye, that by this process, meat or animal food of any kind is first reduced by suitable machinery to a minute state of subdivision, after which a further state of disintegration may be effected by a species of fermentation induced by pepsine, yeast, hydro-chloric acid, the acid of sour milk, an acid and an alkali, or any of the digestive or fermentative bodies, singly or combined: This being accomplished, the meat is made into cakes, or put into bags, or otherwise, as may be found convenient, and then immersed in oil or fat at a high temperature, after which complete desiccation is to be carried out in a hot chamber: After the drying process is completed, the meat is ground into a fine powder by a suitable machine and suitably packed; also in certain cases the meat, in a minute state of subdivision or otherwise, is at one desiccated by heated air in ovens or in apparatus heated by steam, and then ground to a fine powder: Therefore I claim to have originated a method of preserving meat in the form of powder with all its nutritive qualities intact, its flavour and digestibility unimpaired, and in a condition that a few minutes are sufficient to prepare it for the table, and by the use of which the present system of boiling down cattle for the fat only may be superseded: And I do hereby for myself, my heirs, executors, and administrators, covenant with Her Majesty, her heirs and successors, that I believe the said invention to be a new invention as to the public use and exercise thereof, and that I do not know or believe that any other person than myself is the true and first inventor of the said invention, and that I will not deposit these presents at the office of the Colonial Secretary with any such knowledge or belief as last aforesaid.

In witness whereof I have hereunto set my hand and seal, at Brisbane, in the Colony of Queensland, this first day of July, in the year of our Lord one thousand eight hundred and sixty-seven.

WM. R. ALEXANDER. (J.S.)

Signed, sealed, and delivered, by the said William Richmond Alexander, in the presence of,—

FREDK. CHAFFERS,
Agent, &c., Queen-street, Brisbane.

WE certify that we have examined the above with the original specification lodged in the office of the Colonial Secretary, and that the same is a true copy thereof.—Dated this nineteenth day of July, in the year of our Lord one thousand eight hundred and sixty-seven.

ROBERT H. GADSDEN,
EUGENE G. FLYNN,
95, Elizabeth-street, Sydney.

This is the specification referred to in the annexed Letters of Registration, granted to William Richmond Alexander this fifteenth day of August, 1867.

JOHN YOUNG.

REPORT.

Sydney, 18 July, 1867.

SIR,

In compliance with your request we have examined the specification of Mr. W. R. Alexander of a process for "Preparing and preserving meat in the form of powder," and we have now the honor to report that we see no objection to the issue of Letters of Registration, as prayed for.

THE HONORABLE
THE COLONIAL SECRETARY.

We have, &c.,
J. SMITH,
JAMES BARNET.



A.D. 1867, 20th August. No. 158.

IMPROVEMENTS IN MACHINERY FOR MANUFACTURE OF MAIZENA AND STARCH.

LETTERS OF REGISTRATION to Matthew Adam Munn, for Improvements in Machinery for Manufacture of Maizena and Starch.

[Registered on the 21st day of August, A.D. 1867, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SIR JOHN YOUNG, Baronet, Knight Commander of the Most Honorable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Captain General and Governor-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS MATTHEW ADAM MUNN, of Merimbula, in the Colony of New South Wales, manufacturer, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures; that is to say, "Of an invention for improvements in machinery for the manufacture of maizena, starch," which is more particularly described in the specification and paper of drawings which are hereunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said Matthew Adam Munn, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said Matthew Adam Munn, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Matthew Adam Munn shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this twentieth day of August, in the year of our Lord one thousand eight hundred and sixty-seven.

(L.S.)

JOHN YOUNG.

Improvements in Machinery for manufacture of Maizena and Starch.

SPECIFICATION of an invention intituled "An invention for improvements in machinery for the manufacture of maizena and starch."

I, MATTHEW ADAM MUNN, of Merimbula, in the Colony of New South Wales, manufacturer, do hereby declare the nature of my said invention and the manner in which the same is to be performed, to be particularly described and ascertained in and by the following statement (that is to say):—It consists of improved machinery for the manufacture of maize or Indian corn into maizena or corn-flour, and of these substances or of barley, wheat, sago, or rice into maizena and into starch, by means of steeping vats or ruts, mill-stones, sieves, depositing runs or planes, weirs, propelled where applicable by ordinary machinery, the fibrous refuse being an economical and nutritious food for cattle.

The maize or Indian corn, either whole or broken, is first put into vats or tuns, or vessels, and soaked or steeped with warm and cold water; it is then ground into a pulp by the ordinary mill-stones of a flour mill, in the centre of which are cut circular dies, through which water running in the eye of the stones is made to pass or flow along with the grain.

The pulp or milky liquid is separated from the husks or refuse by sieves made of fine silk or other suitable material; the sieves are constructed like the bolting-machine of a flour mill, or in the form of flat sieves, and are driven in connection with the general machinery of the mill.

The husks or fibrous matter may be dried or ground, or they may be used in their first state, as they contain gluten or other nutritious matter forming a valuable and economical food for cattle.

The pulp or milky liquid as it leaves the sieves is made to flow or pass along a depositing or incline run or plane, fixed on a level or an incline, and the usual alkali process may be adopted or used. To secure uniformity in this process, the flow is gradually dammed up by a series of weirs, made of slips of wood, which are placed one above another from time to time as the deposit increases, and they are made water-tight by means of pieces of cloth of the width of the depositing plane, and fastened down thereto by one edge, the other edge being folded over the front of the slips of wood which form the weirs.

The water gluten or other matter flowing off at the lower extremity or end of the depositing plane into cisterns made for its reception, leaving the pure pulp or milky liquid deposited over the extended area of the depositing plane, whilst the milky liquid is made to stream over the top of the weirs in the direction of the current. The pulp or milky liquid may again be put through a sieve, being afterwards made to flow over the depositing plane in the manner which I have hereinbefore described, for the purpose of extracting a further quantity of the pulp or milky liquid.

The pulp or milky liquid thus obtained is washed with water, to which an acid may be added and dried in the usual manner. If the pulp or milky liquid has not attained the requisite degree of purity it may be submitted to the well known alkali process which is employed in the production of rice.

In the production of starch I make use of all or any part of the before-mentioned processes as may be necessary, along with the well known chemical or alkali process which is usually employed in the production of wheaten or rice starch.

I claim as my invention the following portions of machinery, the processes by which are herein described, and which portions of machinery may be propelled where applicable by the machinery employed in ordinary manufacturing establishments, namely, the steeping vats, or tuns, or vessels, the circular dies of the millstones, the manner of passing the stream of water through the same, the sieves, the depositing run or plane, and the manner of construction of the weirs, and the application of the alkaline process to the substances manufactured.

In witness whereof I, the said Matthew Adam Munn, have hereunto set my hand and seal, this nineteenth day of June, one thousand eight hundred and sixty-seven.

MATTHEW ADAM MUNN. (L.S.)

Witness—J. J. MOODY,
Parliamentary and Patent Agent,
38, Collins-street East, Melbourne, Victoria.

This is the specification referred to in the annexed Letters of Registration, granted to Matthew Adam Munn this twentieth day of August, 1867.

JOHN YOUNG.

REPORT.

Sydney, 2 July, 1867.

SIR,

Adverting to the plans, specification, and petition transmitted for our report under your B.C. communication of the 27th June, 1867, herewith returned, we do ourselves the honor to recommend that Letters of Registration be granted to Mr. Matthew Adam Munn for his invention of improvements in machinery for the manufacture of maizena and starch.

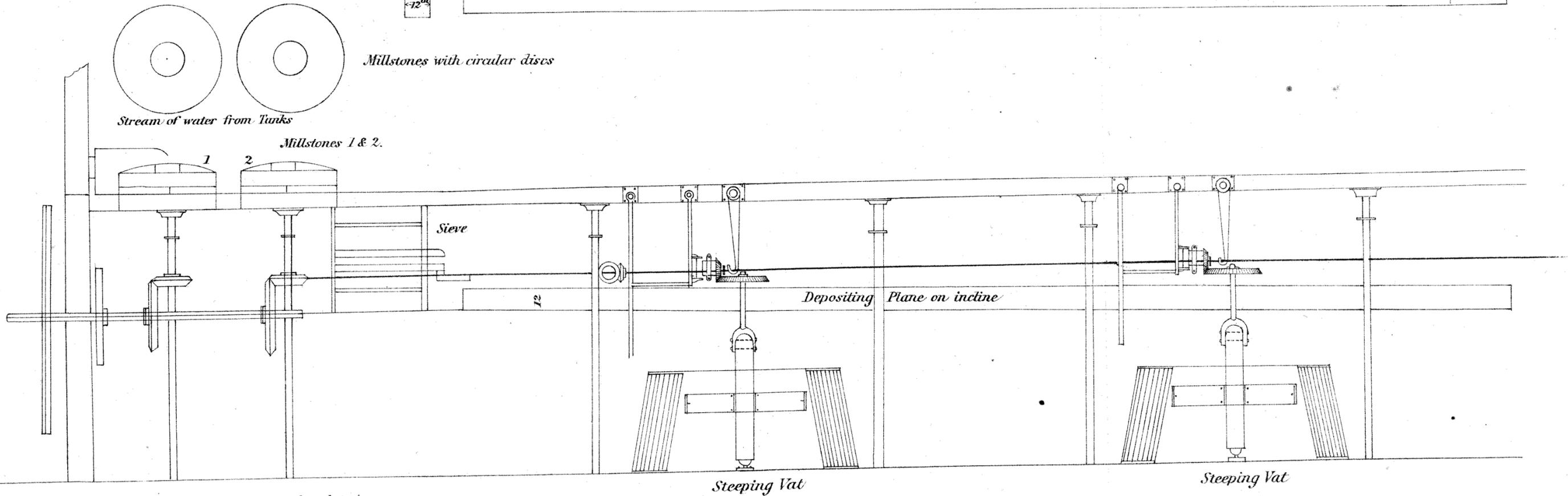
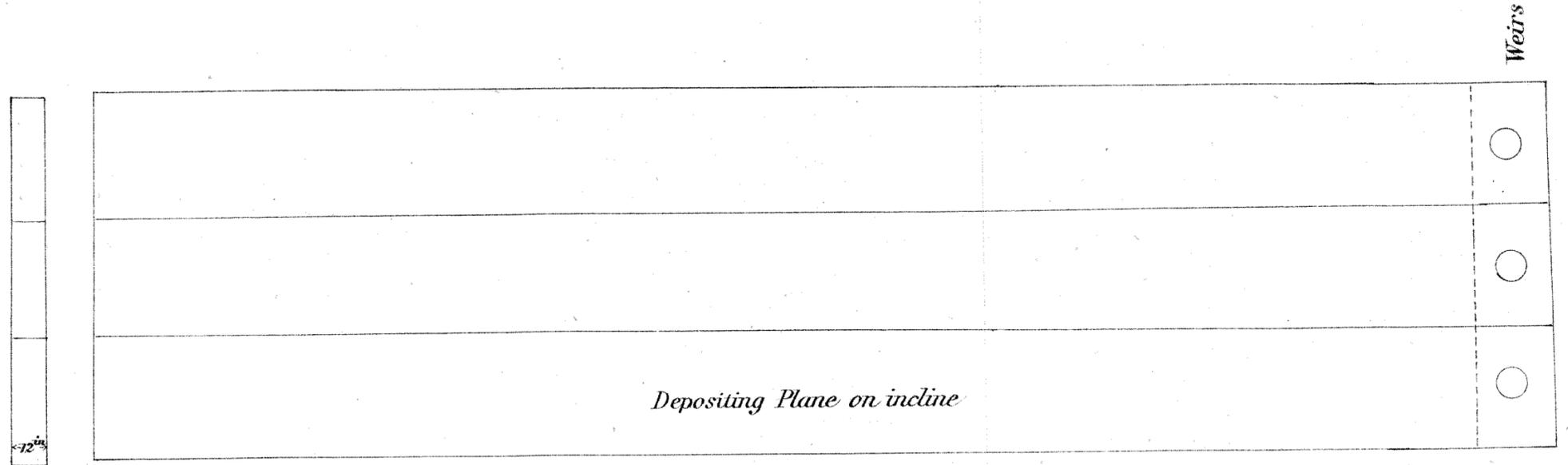
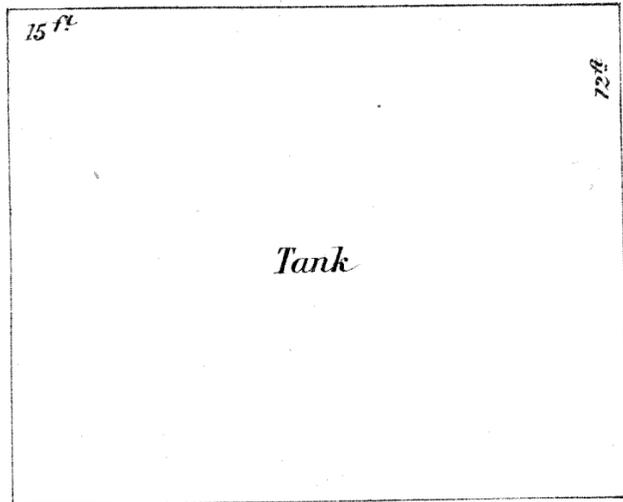
THE PRINCIPAL
UNDER SECRETARY, SYDNEY.

We have, &c.,
GOTHER K. MANN.
D. C. DALGLEISH.

[Drawings—one sheet.]

*Matthew Adam Munn's Improvements in Machinery for the Manufacture of
Maizena and of Starch.*

Scale $\frac{7}{8}$ inch to a foot
FEET



*This is the Paper of Drawings referred to in
the annexed Letters of Registration granted to
Matthew Adam Munn this twentieth day of Aug: 1867.*

(Signed) John Young.



A.D. 1867, 26th August. No. 159.

CURE AND PRESERVATION OF MEAT AND FISH FOR FOOD.

LETTERS OF REGISTRATION to Elvine Wood Lang, for an Invention for the speedy and perfect Cure and preservation of Meat and Fish for Food.

[Registered on the 28th day of August, A.D. 1867, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SIR JOHN YOUNG, Baronet, Knight Commander of the Most Honorable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Captain General and Governor-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS ELVINE WOOD LANG, of Homebush, in the Colony of New South Wales, gentleman, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, "Of an invention for the speedy and perfect cure and preservation of meat and fish for food," which is more particularly described in the specification which is hereunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four, and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said Elvine Wood Lang, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement, for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said Elvine Wood Lang, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Elvine Wood Lang shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court, at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this twenty-sixth day of August, in the year of our Lord one thousand eight hundred and sixty-seven.

(L.S.)

JOHN YOUNG.

Cure and Preservation of Meat and Fish for Food.

SPECIFICATION referred to in the Petition of ELVINE WOOD LANG, for Letters of Registration of a new process or method of curing and preserving meat and fish for food, fresh.

Directions for killing.—The animal should be shut up for eight or twelve hours without food before being killed; it will thus die easier and bleed more freely. It should be killed in the ordinary way, and when it is well bled, skinned, and cleaned, wash the inside thoroughly with cold water and wipe it dry with a cloth; cut it straight down the back-bone with a saw, nearly in two, and let it hang in a cool place for eight or twelve hours. Before the meat is used, and after it has been dressed, it should be kept from the sun and rain.

Directions for curing.—The meat must be quite fresh and free from salt. Cut it into quarters, joints, steaks, or chops, as required. Prepare a liquor of the following ingredients, that is to say,—a neutral sulphite of potassa, made by neutralizing the bisulphite of potassa with carbonate of potash; this sulphite must be pounded very fine and then mixed with just sufficient hot water to make a thin paste, afterwards add four quarts of hot water to every pound of sulphite. The quantity of sulphite to be used is as follows:—To every 100 (one hundred) lbs. of meat, $1\frac{1}{2}$ lbs. of sulphite, and to every 1,000 (one thousand) lbs. of meat, $17\frac{1}{2}$ lbs. of sulphite. This liquor should be put into a tub, and when a little above blood heat the meat should be placed in it. The meat must be well covered with the liquor, and must be left in it for 9 (nine) hours, stirring the liquor and turning the meat every half-hour, when it will be perfectly cured. The meat must be left loose in the liquor, no weight being placed on it to keep it under. When the meat is taken out, boil the liquor up again, as brine is generally done; when it is boiling take the scum off and let it boil for ten minutes; when cold put it in bottles or kegs and cork it tight, and it may be used for a second curing by adding one-half the quantity of sulphite as above directed; but it must not be used if more than seven (7) days old. If the meat is cut into joints of four (4), eight (8), or ten (10) lbs. pieces, it must remain longer in the liquor, thus,—ten (10) lbs. pieces must be left in the liquor fourteen (14) hours, stirring and turning as before directed; the bones in the meat need not be extracted as they will, as also the marrow, be perfectly cured, and the meat-bones and marrow will retain all their natural juices as in fresh meat. The water must be hot to mix the sulphite with at first, but hot or cold water may be added to make up the proper complement. The tub in which the liquor is put must be clean and perfectly free from salt. Be ready to pack it as soon as taken out of the liquor.

Directions for packing.—When the meat is taken out of the liquor, wipe it dry and pack it as it is wiped dry. It must be packed very tight and close, and the tin, jar, or cask must be quite filled and fastened down and made air-tight. It will be then ready for the market. It may be packed in vessels from two (2) lbs. to fifty (50) lbs. and upwards, and when it is unpacked, however long it may have been cured, it will be found a beautiful red colour, as it was when the animal was first killed, and perfectly wholesome. It will keep in any climate. When opened for use, as much meat as is required should be taken from the top without disturbing that which is underneath, and the vessel should be closed up again, as free from the air as possible. It will keep in large or small casks or jars by keeping the lids very close on the meat, provided no more be unpacked than is used.

Directions for use.—The meat must be washed in cold water before it is cooked; it will have a better flavour by being washed, and cannot be distinguished from recently killed meat, but it will not keep longer than a day after it has been washed. It can be used for cooking in any way that may be required. The quantities of sulphite mentioned above may vary according to the quality used.

Having now generally described the invention and the manner of using it, I proceed to state what I specially claim as my invention. I claim as follows:—

- 1st.—The preparation of a neutral sulphite of potassa by neutralizing the bisulphite of potassa with carbonate of potash, the quantities and proportions of the respective drugs used to secure such neutralization being dependent upon their respective qualities.
- 2nd.—The admixture of water and the neutral sulphite of potassa in the proportions and manner above described, or in approximate proportions, in accordance with the quality of the neutral sulphite of potassa produced, according to the quality and strength of the said respective ingredients used for the purpose of preparing the said neutral sulphite of potassa.
- 3rd.—The application of such neutral sulphite of potassa to meat or fish by soaking the meat or fish in a liquor made by admixture of the said neutral sulphite of potassa with water for the proportional times and in the manner above specially described.
- 4th.—The treatment and preparation of the said liquor which has been already used for curing and preserving meat and fish for the purpose of being preserved, and again used for a similar purpose as above specifically directed and described.

ELVINE WOOD LANG.

This is the specification referred to in the annexed Letters of Registration, granted to Elvine Wood Lang this 26th day of August, 1867.

JOHN YOUNG.

REPORT.

Sydney, 2 August, 1867.

SIR,

In compliance with your request we have examined Mr. E. W. Lang's specification of a "New method of curing and preserving meat and fish for food, fresh," and we have now the honor to report that we see no objection to the issue of Letters of Registration as prayed for.

THE HONORABLE
THE COLONIAL SECRETARY.

We have, &c.,
J. SMITH.
CHAS. WATT.

No. 160.

[Assignment of No. 144. See page 52 of this Return.]



A.D. 1867. 3rd October. No. 161.

INSTRUMENT FOR INOCULATING AND SPAYING CATTLE.

LETTERS OF REGISTRATION to John Falconer, for an Invention of
an Instrument for Inoculating and Spaying Cattle.

[Registered on the 5th day of October, A.D. 1867, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SIR JOHN YOUNG, Baronet, Knight Commander of the Most Honorable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Captain General and Governor-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting:

WHEREAS JOHN FALCONER, of Nunango, Burnett District, in the Colony of Queensland, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, "Of an invention of an instrument for inoculating and spaying cattle," which is more particularly described in the specification and paper of drawings which are hereunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said John Falconer, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement, for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said John Falconer, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said John Falconer shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this third day of October, in the year of our Lord one thousand eight hundred and sixty-seven.

(L.S.)

JOHN YOUNG.

Instrument for Inoculating and Spaying Cattle.

SPECIFICATION AND DESCRIPTION.

Figure 1—

A is a hollow metal lancet needle with a hole or holes at or near the point, through which the virus or lymph is ejected in the operation of inoculating cattle as a preventive from pleuro-pneumonia or other diseases.

a is an inner needle, which passes through the hollow one, and projects a little beyond it at the cutting end; and it is attached at the other end to a ball G, which forms a ball valve, to prevent waste of the virus or lymph.

H*b*.—Spring to keep valve shut when not pressed open by the needle in operating.

F*c*.—A small disc or ring to regulate the depth of incision.

The lancet A is screwed or otherwise fixed in the end of the disc B, to which the flexible reservoir D is attached, as also a leather washer.

C is a ferrule or cover, which screws on B to protect the needle when not in use.

D is the reservoir which contains the virus or lymph, and which is made of Indiarubber or other material, and forms the reservoir as well as the handle whilst in use; but I do not confine myself to the shape or materials of the reservoir, which may be globular or otherwise.

E is the cap or disc at the other end of the reservoir, into which the plug F is screwed, so that the reservoir can be cleaned.

The manner of using this instrument is as follows, with the flexible reservoir, viz. :—

The ferrule C is unscrewed from the lancet A, and may be screwed on the opposite end at F.

The air is then expelled by compressing the reservoir D, the point of the lancet is inserted into any vessel containing the inoculating liquid, when the instrument will fill itself by allowing it to re-expand, or a syringe may be used with the needle.

The instrument is now taken in the hand and thrust through the skin of the animal being inoculated, which action causes sufficient virus to flow into the wound through the lancet—in the same manner as by the teeth and stings of reptiles and insects—which completes the operation.

The second part of my invention relates to an artificial nail or thimble, to be made of steel or metal, and used on the thumb or finger, as per drawing, in the operation of spaying or removing the ovaries of cattle, which thimble clasps round the inoculator when not in use.

Figure 2—

Is a drawing of the thimble opened out flat and full size.

The slits or holes *a' a'* are for adapting the thimble to different sizes of fingers.

The slits or holes *b' b'* are for the insertion of pieces of tape or string for securing it to the hand.

The curved edge is prepared and sharpened, as a knife edge.

This is the specification referred to in the annexed Letters of Registration, granted to John Falconer this third day of October, 1867.

JOHN YOUNG.

REPORT.

Sydney, September 11, 1867.

SIR,

We the undersigned having been appointed a Board to examine and report upon an application for Letters of Registration on the part of Mr. John Falconer, for an instrument or instruments for inoculating and spaying cattle, beg to state that we have examined the drawings and specification of the said instruments, which we think calculated to be useful, and that we are of opinion that the Letters of Registration asked for may properly be granted.

ISAAC AARON,

Surgeon.

ALEX. BRUCE,

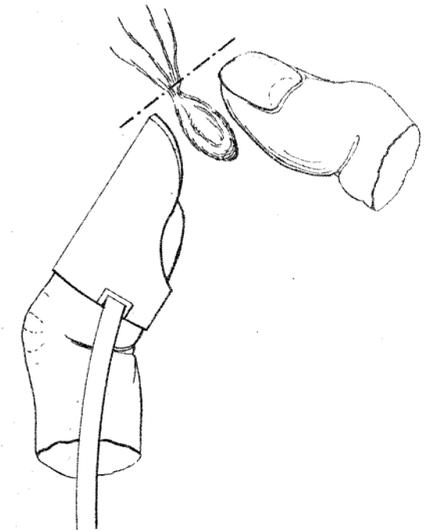
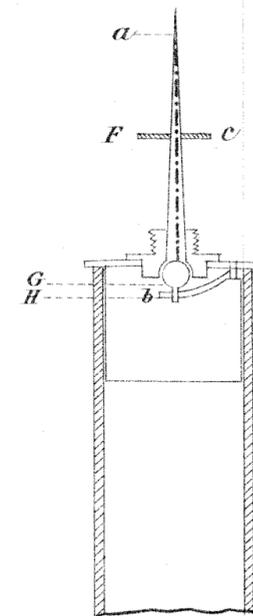
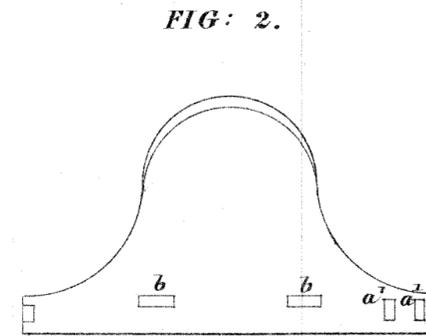
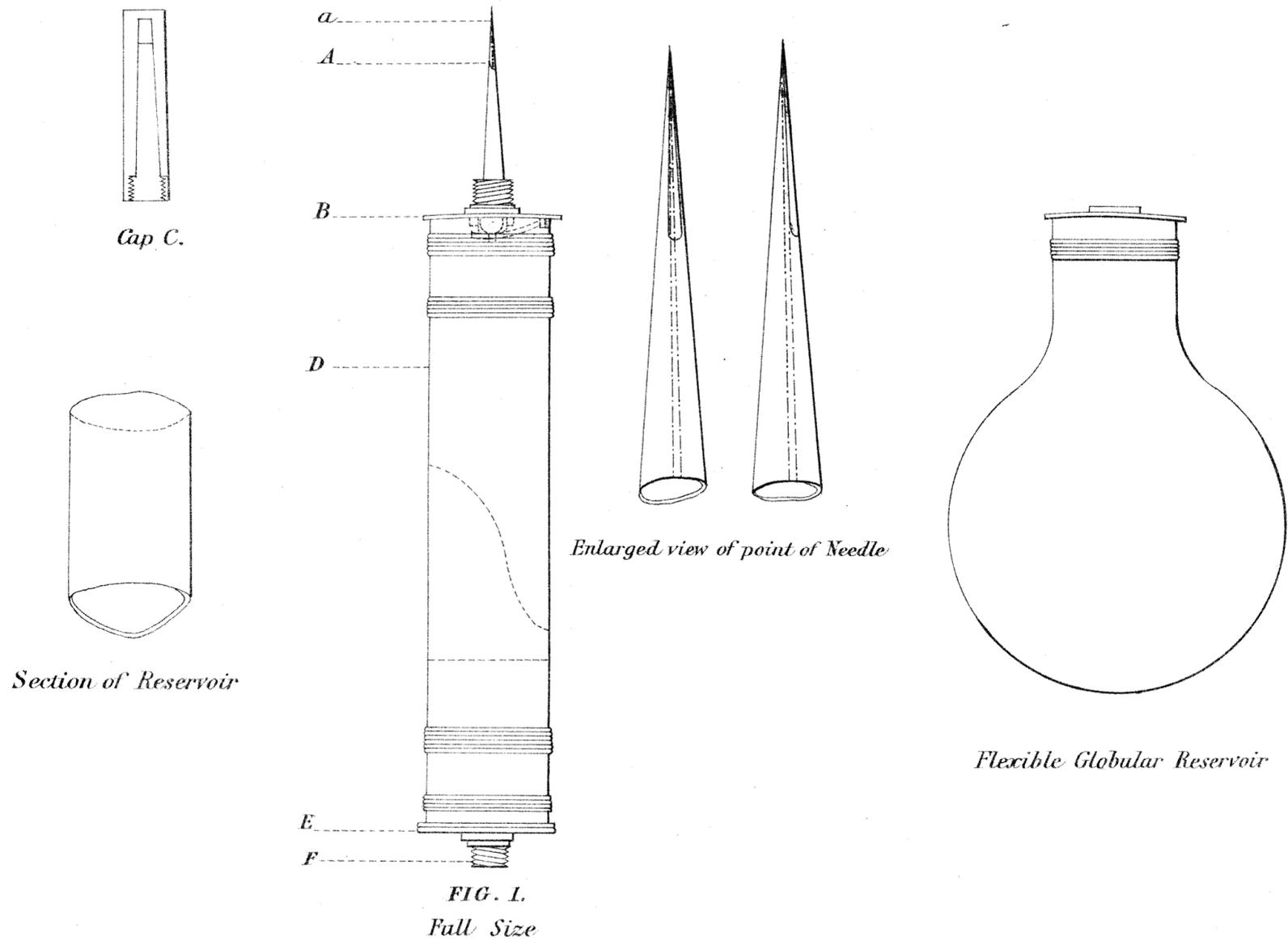
Chief Inspector of Sheep and Cattle.

THE HONORABLE

THE COLONIAL SECRETARY.

(COPY)

FALCONER'S IMPROVED INSTRUMENTS FOR INOCULATING,
AND SPAYING CATTLE.



This is the Paper of Drawings referred to in
the annexed Letters of Registration granted to
John Falconer this third day of October 1867.
(signed) John Young

John Falconer
by his Agent Edw. Hughes & Co.

J. Y.



A.D. 1867, 4th November. No. 162.

AN INVENTION FOR CONVERTING MAIZE AND MILLET PLANTS, AND THE BARK OF THE TREE KNOWN AS "STRINGY-BARK," INTO FIBROUS SUBSTANCES, FOR USE IN THE MANUFACTURE OF PAPER, &c.

LETTERS OF REGISTRATION to James Henry Bryant, for an Invention for converting Maize and Millet Plants, and the Bark of the Tree known as "Stringy-bark," into fibrous substances, for use in the Manufacture of Paper, &c.

[Registered on the 5th day of November, A.D. 1867, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SIR JOHN YOUNG, Baronet, Knight Commander of the Most Honorable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Captain General and Governor-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS JAMES HENRY BRYANT, of Morpeth, in the Colony of New South Wales, paper manufacturer, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, "Of an invention for converting maize and millet plants, and the bark of the tree known as 'stringy-bark,' into fibrous substances, either for use in the manufacture of paper, or for being spun for use in the making of coarse fabrics, such as sheeting, packing-cloth, bagging, matting, and rope, or for use by upholsterers and others in stuffing mattresses and such like articles, which invention is more particularly described in the specification which is hereunto annexed ; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four ; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years : And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do

Use of Maize and Millet Plants, &c., in Manufacture of Paper.

do by these Letters of Registration grant, unto the said James Henry Bryant, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said James Henry Bryant, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said James Henry Bryant shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this fourth day of November, in the year of our Lord one thousand eight hundred and sixty-seven.

(L.S.)

JOHN YOUNG.

SPECIFICATION of MR. JAMES HENRY BRYANT'S invention for converting maize and millet plants, and the bark of the tree known as "stringy-bark," into fibrous substances, either for use in the manufacture of paper, or for being spun for use in the making of coarse fabrics, such as sheeting, packing-cloth, bagging, matting, and rope, or for use by upholsterers and others, in stuffing mattresses and other articles.

THE nature of my invention, and the manner in which I perform the same, are particularly described and ascertained in and by the following statement, that is to say:—

1. To convert the stalks of maize and millet plants into a fibrous substance, for use in paper making, I first strip the leaves from the stalks, then cut the stalks into two-inch lengths by a rope-cutter, or by hand, and steep the pieces for twenty-four hours in a solution of lime, consisting of one part of lime and twenty-four parts of water. I then drain the pieces, place them in a boiler, cover them with an alkaline lye, made by dissolving one part of soda in six parts of lime-water (made as above), and boil (by steam if practicable) for about four hours, or indeed, until the fibre will separate from the mucilage by the mere pressure of the hand. After thus boiling, I remove the stuff from the boiler, drain and press it, and place it in a mashing engine of the usual size (that is to say, capable of carrying 200 lbs. of rags or half stuff) supplied with hot water for about twenty minutes, and afterwards with a copious supply of cold water until the stuff is thoroughly cleansed, when it may be bleached (if required) in the usual way. It is to be observed that the fibre thus obtained is considered by me as only fit for home consumption, and that if I require to produce from corn and millet stalks fibre for exportation in the form of a material known in the paper trade as "unbleached half stuff," I cut the stalks into four instead of two inch lengths, and after steeping, draining, and boiling the pieces in the manner already described, I boil them in clean water for an hour, then draw off the water and thoroughly cleanse the stuff in cold water. This done, I press the stuff as dry as possible, pass it through a willow, dry it by atmospheric air, and press it into bales for shipment.

2. To convert the leaves of maize and millet plants into a fibrous substance for use in paper making, I treat the leaves in a similar manner to that above explained as respects the stalks, with this exception, viz., that I do not cut or steep them, and do not cover them with an alkaline lye stronger than is produced by dissolving one part of soda in eight parts of lime-water.

3. To convert the husks of the maize plant into a fibrous substance, for use in paper making, I treat the husks when they are not perfectly sound in a similar manner to that above explained as respects the leaves, and when they are perfectly sound, instead of the lye used by me in the case of the leaves, I substitute a lye of about the same strength as that used by me when operating upon the stalks. I would have it understood, however, that the strength of the lye to be employed must depend upon the state of freshness in which the husks to be operated upon are in, and that the operator must be guided by a consideration of their condition as to soundness in determining the strength of the lye that shall be used by him.

The fibre produced in either of the modes above described forms a material known to paper makers by the name of "half stuff," and is ready for use as such.

4. To convert stringy bark into a fibrous substance, for use in paper making, I take the bark that is immediately under or next to the outer bark of the timber, and cut it into pieces four inches in length; these pieces I then steep for forty-eight hours in a solution of lime, consisting of one part of lime and twenty-four parts of water. I then place them in a boiler, and boil them for four hours in a lye made by dissolving one part of soda in six parts of lime-water made as above. After thus boiling, I draw off the lye and boil the mass for one hour in plain water, then draw off this water and thoroughly cleanse the product by washing it in cold water. I then drain and press the stuff, willow it while wet in the ordinary way, and dry it. It is then ready either for the beating engine, or for pressure into bales for exportation.

5. To prepare the stalks of the maize and millet and the husks of the maize for spinning, I use the whole of the husks, but only those parts of the stalks that are the longest between the joints or knots (such parts yielding the longest fibre), all of which I steep for four days in a solution of lime, consisting of one part of lime and twenty-four parts of water. I then drain them, and boil them for about four hours in a lye made by mixing one part of caustic soda with twenty parts of lime-water made as above. After thus boiling, I drain off the lye and boil the stuff for one hour in pure water. I then thoroughly cleanse the fibre produced by washing it in cold water, drain it, press it, and pass it while wet through a willow with round teeth four inches apart, dry it perfectly, and then willow it a second time. I then pack it by compression into bales for market. I would observe that if the stalks are very large I operate upon them separately, steep them in the lime-water for, say six instead of four days, and boil them in a stronger lye, that is to say, in a lye composed of, say, one part of caustic soda and sixteen parts of lime-water made as above.

Use of Maize and Millet Plants, &c., in Manufacture of Paper.

6. To prepare stringy-bark for spinning, I take the bark that is immediately under or next to the outer bark of the timber, cut it into pieces of convenient length, say three feet, steep the pieces for forty-eight hours in a solution of lime, consisting of one part of lime and twenty-four parts of water, taking care to keep them flat. Boil them for about four hours, or indeed until the fibres separate easily one from the other in a lye composed of one part of soda and six parts of lime-water, made as above, draw off the lye, and thoroughly cleanse the bark with cold water. I then place it quite flat and straight drain and press it hard. This done I lay it out, or hang it upon rods until it is nearly dry, when I comb or hackle it in the same way as if it were hemp, by a rotary combing-machine, or by hand, taking care to keep it flat and straight, and then thoroughly dry it. It is then ready for packing.

7. To prepare the husks of the maize for the use of upholsterers and others as stuffing, I strip the leaves from the stems, place them in a lye of one part of soda and six parts of lime-water, made as above, to which I gradually apply heat, and boil the whole for about an hour, and then draw off the lye, but allow a small quantity of the mucilage to remain, for the purpose of giving elasticity to the fibre. This done I boil the product in clean water for about one hour, and then cleanse it thoroughly in cold water. I then take out the stuff, drain and press it, pass it while wet through a willow, to which a blower is attached, partially dry it, and when nearly dry willow it again, then dry it thoroughly, when it is ready for use. If I intend to pack it for market I take care that heavy compression is not used, as such would be detrimental to its elasticity.

8. To prepare stringy-bark for the use of upholsterers and others as stuffing, I take the bark that is immediately under or next to the outer bark of the timber, steep it for about four hours in a lye made of one part of soda and six parts of plain water. I then draw off the lye, and thoroughly cleanse the product in cold water. I then press it hard, pass it while wet through a willow, and lie it out in the air to dry, taking care whilst it is drying to shake it up from time to time, either by hand or by passing over it a turning-machine. It is then ready for market.

The various operations above described may be materially influenced by circumstances; the quality of the water is very important, the purest should at all times be selected for use, and it is to be observed that if the only water that is available for use contains any mineral or vegetable salt, such salt must be neutralized or successful results will not be obtained. It only remains for me to add (although it is perhaps unnecessary that I should do so) that the mechanical arrangements I employ are those which are both convenient and efficient in power, and that the presses I use are either hydraulic presses of not less than six inch ram, or screw presses equal to that power.

This is the specification referred to in the annexed Letters of Registration, granted to James Henry Bryant this fourth day of November, 1867.

JOHN YOUNG.

REPORT.

Sydney, 11 September, 1867.

SIR,

In compliance with your request we have examined Mr. J. H. Bryant's specification of an "Invention for converting maize and millet plants, and the bark of the tree known as stringy-bark, into fibrous substances, for use in the manufacture of paper, &c.," and we have now the honor to report that we consider there is no originality either in the materials proposed to be used, or in the process for separating the fibre; on these grounds we should be unable to recommend that Mr. Bryant's request be complied with, but if the Letters of Registration to be issued make it distinctly appear that Mr. Bryant's claim is based only upon *the particular proportions of the ingredients set forth in his specification*, we should offer no objection to the granting of Letters of Registration in such a form and to that extent.

We have, &c.,

J. SMITH.
GOTHER K. MANN.

THE HONORABLE
THE COLONIAL SECRETARY.

Sydney, 9 October, 1867.

SIR,

In the matter of Mr. Bryant's application for Letters of Registration of an "Invention for converting maize and millet plants, &c., into fibrous substances for use in the manufacture of paper," which has been referred back to us, along with a request from Mr. Bryant for an interview, we have now the honor to report that we have met Mr. Bryant and obtained from him full explanations relative to his application, together with samples of his products. We find that although Mr. Bryant's processes are not in their general nature original, yet that he has really worked them out for himself, and that he is the first to attempt their introduction into this Colony, where we think they may prove valuable in utilising materials that are presently wasted.

In view of these facts we now beg to withdraw the restrictions proposed in our previous report, and to recommend that Letters of Registration be granted in accordance with the specification.

We have, &c.,

J. SMITH.
GOTHER K. MANN.

THE HONORABLE
THE COLONIAL SECRETARY.



A.D. 1867, 7th November. No. 163.

**AN IMPROVED METHOD OF TOUGHENING BRITTLE GOLD BULLION, OF
REFINING ALLOYED GOLD, AND OF SEPARATING THE SILVER.**

LETTERS OF REGISTRATION to Francis Bowyer Miller, for an Invention of
an improved method of toughening Brittle Gold Bullion, of refining Alloyed
Gold, and of separating therefrom any Silver they may contain.

[Registered on the 7th day of November, A.D. 1867, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SIR JOHN YOUNG, Baronet, Knight Commander of the
Most Honorable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of
St. Michael and St. George, Captain General and Governor-in-Chief of the Colony of New South
Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS FRANCIS BOWYER MILLER, of the City of Sydney, in the Colony of New South
Wales, assayer, hath by his Petition humbly represented to me that he is the author or designer of a
certain invention or improvement in manufactures, that is to say, "Of an invention for an improved
method of toughening brittle gold bullion, of refining alloyed gold, and of separating therefrom any silver
they may contain," which is more particularly described in the specification hereunto annexed ; and that
he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South
Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Regis-
tration, as required by the Act of Council, sixteenth Victoria, number twenty-four ; and hath humbly
prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and
advantage of the said invention or improvement might be secured to him for a period of fourteen years :
And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures
which may be for the public good, and having received a report favourable to the prayer of the said
Petition, from competent persons appointed by me to examine and consider the matters stated therein, and
to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise
of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of
Registration grant, unto the said Francis Bowyer Miller, his executors, administrators, and assigns, the
exclusive enjoyment and advantage of the said invention or improvement, for and during the term of four-

An improved method of Toughening Brittle Gold, Bullion, &c.

teen years from the date hereof,—to have, hold, and exercise unto the said Francis Bowyer Miller, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Francis Bowyer Miller shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this seventh day of November, in the year of our Lord one thousand eight hundred and sixty-seven.

(L.S.)

JOHN YOUNG.

SPECIFICATION of an invention, being "An improved method of toughening brittle gold bullion, of refining alloyed gold, and of separating therefrom any silver they may contain," by Francis Bowyer Miller, of the City of Sydney, in the Colony of New South Wales, assayer.

This invention has for its object the toughening of brittle gold bullion and the refining of alloyed gold (whether naturally or artificially alloyed) whilst in a melted state, together with the separation therefrom of silver they may contain. This I effect by means of chlorine gas (or hydrochloric acid gas, mixed with atmospheric air or oxygen) brought in contact with the alloyed gold when the metal is in a molten state. In this manner the silver present and any baser metals which render the gold brittle are converted into chlorides, whilst the gold remains in a purified and tough condition. Having thus stated the nature of my invention I will proceed to describe the manner in which I prefer to operate.

I melt the gold to be operated on in a good clay crucible (plumbago crucibles are not recommended); the pots known as *cruisets de Paris*, and manufactured by Payen, Rue Pierre Levée, Paris, are very suitable, and the sizes Nos. 12, 14, and 16 are most generally useful; they are suitable for refining charges of 100, 250, and 500 ounces respectively.

I prepare the crucibles for use by dipping them into a strong and hot solution of borax, and afterwards drying them. The object of this preparation is to render them less liable to absorb the melted chloride of silver. The crucible is heated in a furnace, and the gold is melted in the usual way with a small quantity of borax, say three-quarters per cent. The crucible has a closely fitting cover with a small hole bored through it, and when the metal is melted a fire-clay tube of say three-sixteenths of an inch internal diameter is inserted through this hole so as to dip into the molten gold down to the bottom of the pot. The upper end of this tube is connected by a vulcanized Indiarubber pipe with a glass or stoneware vessel in which chlorine is generated. The joints are tied round with wire, and the Indiarubber pipe is protected from the direct radiation of the fire. The chlorine generator is fitted with a safety tube, say six feet long, dipping at its lower end into the liquid in the generator, and the liquid stands in this tube to such a height as is equivalent to the pressure necessary to force the gas through the melted gold which is above the end of the fire-clay tube. The current of gas through the metal is maintained for about three hours, and the metal may advantageously be agitated from time to time by stopping the flow of gas for a moment by pinching the Indiarubber pipe until the pressure increases, and then allowing the accumulated gas to pass suddenly. At the end of this operation the gold will be nearly pure and the chloride of silver formed will be floating on its surface, together with such other chlorides as may be formed and are not readily volatilised.

The contents of the crucible may be poured out altogether into moulds so as to form ingots, and in this case the chlorides are detached from the surfaces of the ingots when they are cold. Or by preference the metal is allowed to cool in the crucible until it sets, and the still liquid chlorides are then poured from its surface into a mould so as to form a slab; the borax is in this operation retained in the crucible, and in this no difficulty will be found as it is much less fluid than the chlorides. The purified gold is afterwards again melted and cast into ingots.

The chloride of silver and the other chlorides mixed therewith are reduced to the metallic state by one or other of the processes commonly employed for the purpose, but very conveniently the slab of chlorides may be placed between two flat pieces of wrought iron and immersed in water acidulated with sulphuric acid; the silver and baser metals are thus in a day or so completely reduced. The metal thus obtained is treated with nitric acid, the silver and other metals are dissolved, whilst a small quantity of gold is left undissolved and is collected and remelted with other charges or otherwise. The silver is precipitated from the solution with common salt as chloride of silver, by again reducing which a pure silver may be obtained.

In the process above set forth, hydrochloric acid gas, mixed with atmospheric air or oxygen, may be passed into the molten gold in place of chlorine. The operation is in all respects similar, except that a generator of hydrochloric acid gas is substituted for the chlorine generator connected by means of a vulcanized Indiarubber pipe with a gas holder from which air or preferably oxygen can be supplied under pressure regulated by a stop-cock; a mixture of hydrochloric acid gas with air or oxygen is thus obtained, which is passed through the molten gold in the manner above described for the similar operation with chlorine. This mixture of hydrochloric acid gas with air or oxygen is however less efficient and convenient than chlorine, more especially when the object is the separation of the silver rather than the toughening of the gold by the removal of the baser metals.

An improved method of Toughening Brittle Gold, Bullion, &c.

A very small quantity of the silver contained in the alloyed gold will be volatilised; during the process it may be recovered from time to time by treating the sweepings from the flues. A larger but still a small quantity of the chloride of silver is taken up by the borax, or is absorbed by the substance of the crucible. This I recover by crushing the flux and the crucible, when it is past further use, and treating them with weak ammonia, which dissolves out the chloride of silver, and this is afterwards precipitated by the addition of an acid and the silver reduced from it. Or I place the powdered flux and crucible in a revolving barrel, with scrap wrought iron and mercury, with sufficient water to form a thin paste; by this means the silver is recovered as an amalgam with a little gold.

I would remark that the details of the operation may be considerably varied without departing from the invention which consists in bringing the alloyed gold when in a molten state into contact with chlorine or hydrochloric acid gas (the latter mixed with, or in the presence of, atmospheric air or oxygen) in such manner that the silver or the baser metals it may contain may be separated from it as chlorides as herein explained.

FRS. BOWYER MILLER,
1st October, 1867.

This is the specification referred to in the annexed Letters of Registration, granted to Francis Bowyer Miller this seventh day of November, 1867.

JOHN YOUNG.

REPORT.

Sydney, 8 October, 1867.

SIR,

In compliance with your request we have examined Mr. F. B. Miller's specification of "An improved method of toughening brittle gold bullion, of refining alloyed gold, and of separating therefrom any silver they may contain," and we have now the honor to report that we see no objection to the granting of Letters of Registration as desired.

THE HONORABLE
THE COLONIAL SECRETARY.

We have, &c.,
J. SMITH.
E. O. MORIARTY.



A.D. 1867, 8th November. No. 164.

**PREPARATION OF LEAVES AND BARK OF PLANTS OF THE GENUS EUCA-
LYPTUS AND OTHER PLANTS OF THE FAMILY MYRTACEÆ TO THE
PURPOSE OF TOBACCO AND SNUFF.**

LETTERS OF REGISTRATION to Prosper Vincent Ramel, for an Invention of a new method of preparing the Leaves and Bark of Plants belonging to the genus Eucalyptus, and of other plants of the family of Myrtaceæ to the purpose of using them as Tobacco and Snuff.

[Registered on the 11th day of November, A.D. 1867, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SIR JOHN YOUNG, Baronet, Knight Commander of the Most Honorable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Captain General and Governor-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS PROSPER VINCENT RAMEL, of number 39, Louis le Grand, Paris, in the Empire of France, merchant, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, "Of an invention for a new method of preparing the leaves and bark of plants belonging to the genus Eucalyptus, and of other plants of the family of Myrtaceæ, for the purpose of using them as tobacco and snuff," which is more particularly described in the specification which is hereunto annexed; and that he the said Petitioner hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteen Victoria, number twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council to grant, and do by these Letters of Registration grant, unto the said Prosper Vincent Ramel, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement, for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said Prosper Vincent Ramel, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing and fully to be complete and ended: Provided always, that if the said Prosper Vincent Ramel shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this eighth day of November, in the year of our Lord one thousand eight hundred and sixty-seven.

(L.S.)

JOHN YOUNG.

Leaves and Bark of Plants Eucalyptus and Myrtaceæ for Tobacco and Snuff.

SPECIFICATION for an invention intituled "An invention for a new method of preparing the leaves and bark of plants belonging to the genus Eucalyptus, and of other plants of the family of Myrtaceæ, for the purpose of using them as tobacco and snuff."

I, PROSPER VINCENT RAMEL, of number 29, Louis le Grand, Paris, in the Empire of France, merchant, by my lawful Attorney, Ferdinand Mueller, of Melbourne, in the Colony of Victoria, Australia, Doctor of Medicine and Government Botanist of the said Colony, do hereby declare the nature of my said invention, and the manner in which the same is to be performed, to be particularly described and ascertained in and by the following statement, that is to say:—

The nature of the invention consists in the utilisation of the leaves and bark of Eucalypti and other Myrtaceous plants for all purposes for which tobacco is now used. Plants of that class do not contain the injurious substances which are found in the tobacco plants, all the constituents of the former being innocuous and inoffensive. The leaves of these plants are pleasant to the taste and smell after the juices they contain have been expressed, and after their essential oil is evaporated. Their ashes possess neither corrosive nor astringent properties, and they do not affect in any way the mucous parts of the palate or throat, or the gums or enamel of the teeth. Their smoke when burnt contain no injurious vapours. The simple process required for the preparation of the leaves consists in their being dried after they have been collected; they are then submitted to a bleaching process by means of hot water or steam, after which they are dried again when they are fit to undergo the usual operations required by tobacco intended for manufacture into snuff, cigars, cake, roll, or other tobacco.

In witness whereof I the said Prosper Vincent Ramel, by my lawful Attorney, the said Ferdinand Mueller, have hereunto set my hand and seal the second day of September, 1867.

PROSPER VINCENT RAMEL.

(By his lawful Attorney),

FERD. MUELLER, M.D. (L.S.)

Witness—EDWD. HAWRE.

This is the specification referred to in the annexed Letters of Registration, granted to Prosper Vincent Ramel this eighth day of November, 1867.

JOHN YOUNG.

REPORT.

Sydney, 4 October, 1867.

SIR,

In compliance with your request we have examined Mr. P. V. Ramel's specification of an invention for a new method of "Preparing the leaves and bark of plants belonging to the genus Eucalyptus and of other plants of the family of Myrtaceæ, for the purpose of using them as tobacco and snuff," and we have now the honor to report that we see no objection to the granting of Letters of Registration as desired.

THE HONORABLE
THE COLONIAL SECRETARY.

J. SMITH.
CHAS. WATT.



A.D. 1867, 8th November. No. 165.

**AN IMPROVED METHOD OF TREATING HIDES IN THE PROCESS OF TANNING,
AND A NEW APPARATUS FOR CARRYING OUT SUCH METHOD.**

LETTERS OF REGISTRATION to Moritz Michaelis, Isaac Hallenstein, Arthur Cleghorn, and Edward Waters, for an Invention of an improved method of treating Hides in the process of Tanning, and a new Apparatus for carrying out such method.

[Registered on the 11th day of November, A.D. 1867, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SIR JOHN YOUNG, Baronet, Knight Commander of the Most Honorable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Captain General and Governor-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS MORITZ MICHAELIS, ISAAC HALLENSTEIN, and ARTHUR CLEGHORN, all of Footscray, in the Colony of Victoria, tanners, and EDWARD WATERS, of Melbourne, in the said Colony of Victoria, patent agent, have by their Petition humbly represented to me that they are the authors or designers of a certain invention or improvement in manufactures, that is to say, "Of an invention for an improved method of treating hides in the process of tanning, and a new apparatus for carrying out such method," which is more particularly described in the specification, and paper of drawings which are hereunto annexed ; and that they, the said Petitioners have deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four ; and have humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to them for a period of fourteen years : And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said Moritz Michaelis, Isaac Hallenstein, Arthur Cleghorn, and Edward Waters, their

An improved method of treating Hides in the process of Tanning, &c.

their executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement, for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said Moritz Michaelis, Isaac Hallenstein, Arthur Cleghorn, and Edward Waters, their executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Moritz Michaelis, Isaac Hallenstein, Arthur Cleghorn, and Edward Waters shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this eighth day of November, in the year of our Lord one thousand eight hundred and sixty-seven.

(L.S.)

JOHN YOUNG.

SPECIFICATION of Moritz Michaelis, Isaac Hallenstein, and Arthur Cleghorn, all of Footscray, in the Colony of Victoria, tanners, and Edward Waters, of Melbourne, in the said Colony, patent agent, for an invention intitled "An improved method of treating hides in the process of tanning, and a new apparatus for carrying out such method."

It has been the custom hitherto in tanning hides to cast them in layers into a tan-pit, and when necessary to take them out one by one by means of a hook, as is well understood, in order to change their position, and thus permit the tan liquor to be absorbed by the whole of their surfaces. As this is required to be done about twenty times during the process of tanning, it is obvious that a vast amount of labour is entailed thereby, in addition to which the hides will wrinkle more or less, however carefully they may be handled and placed.

Now the first part of our invention is designed for the purpose of dispensing with the necessity of any change in the position of the hides when once they are placed in the tan-pit, by giving to them a gentle and continuous motion during the whole period that they are undergoing that portion of the process of tanning which is usually conducted in what are generally called the "colouring-pits," and giving them this motion when placed in such a position as that the tan liquor has access at all times to the whole of the surface of the hide. This is the essence of the invention, and when once the idea is conveyed to the mind of an engineer the arrangement of machinery necessary to put it into practical effect becomes a mere matter of ordinary business. As however many arrangements might be devised which would be cumbrous or expensive, or otherwise undesirable, and as we believe that we have discovered the most economical and beneficial arrangement of machinery or apparatus for this purpose, we have made this a part (although a secondary one) of our invention.

Referring to the accompanying drawings—Figure 1 shows an isometric perspective view of our apparatus in full work; figure 2 shows a sectional elevation of same; and figure 3 a plan of same. The two latter figures showing one pit with frame attached, and one without. A is driving pulley fixed on shaft B, at the end of which is toothed wheel C, to which is attached connecting rod D, the other extremity of which is attached to vertical beam E by means of pin *a*. The lower end of this vertical beam is fixed on shaft F, which is supported in suitable bearings as shown. On this shaft we place loosely beams G in the position shown, upon which we place (and bolt to it) cross beam H, which supports frame I by means of vertical beams J, which are attached to cross beam by iron straps *b*; *z* are ropes for steadying the frame and preventing its rocking; K are transverse pieces of wood, each end resting in a groove provided for them on each side of the frame, and kept in their position by means of the wooden rod *c* and button *d*; L are the hides; M is continuation of connecting rod, for the purpose of working another series of frames attached to another shaft. We enclose this connecting rod, and should also enclose every continuation of it in a wooden casing N, in order to strengthen it and thus prevent it sagging from its length; O represents the method of connecting and disconnecting, and is an ordinary clutch with a feather on the shaft; P is the lever, the lower end of which fits in guide *e*, and on pin *f*, for the purpose of obtaining the purchase necessary to disconnect when required; Q are wooden beams.

Method of working.—The tan-pits are empty. The hides are hung on their centre, across the transverse pieces K, if sufficiently large. If the skins be small enough they may be attached to the transverse pieces by copper tacks, and hung from their extremity. When the frame is full the tan liquor is admitted, and power being imparted in the ordinary way, a reciprocating motion is given to the shaft F and consequently to the beams G, so that the frame in each pit has a downward and upward motion imparted to it alternately, the amount of which may be regulated by the length of the stroke and the speed by the power applied. We have tested our invention, and find that a ten-inch stroke can be advantageously used at a speed of six strokes per minute. This motion should be continuous so as to keep up a perpetual agitation without changing the position of the hides until they are sufficiently tanned or ready to be "laid away." The liquor is to be changed as usual when required.

After the hides are taken from the frames they are "laid away" in the usual manner for completing the process of tanning, as is well understood. If, however, the hides be light, such as are used for currying purposes, they would be sufficiently tanned by the process in the frames, and we believe that the heavier kinds of hides will not require to be "laid aside" so often as they would if they had been treated in the ordinary way.

When

An improved method of treating Hides in the process of Tanning, &c.

When the hides are sufficiently tanned or ready to be "laid away," the frames are disconnected by means of clutch O being thrown out of gear. We then place beam Q across the pit (and underneath beam G) as a support. We then discharge the tan liquor, when the tanned hides can be removed and green ones substituted, after which the liquor can be readmitted, the beam Q removed, and the frame again be connected to shaft F by means of clutch O, so that it may have the necessary motion imparted to it.

It is evident that the details of our invention may be altered or varied without departing from the nature thereof; for instance, there might be a shaft F to every pit instead of to every two, or there might be a shaft F to a greater number than two; the motion might be imparted by a crank shaft working directly over the centre of the pits; there might be an upper framing to each pit, with four regulating rods connected to the four corners of the frame for the purpose of giving the necessary motion. The motion itself might be altered from a vertical (or very nearly vertical) motion to a horizontal or partially horizontal motion, and still the substance of our invention be retained. We do not therefore confine ourselves to the precise details herein described and referred to, but what we do claim is—

1st. The improved method of treating hides in the process of tanning, by imparting to them a continuous motion whilst submerged in the tan liquor, in such a manner as to continually expose the whole of their surfaces to the action of the tan liquor (except that portion upon which or from which they are hung) substantially as herein described and explained.

2ndly. The mechanical arrangement for conducting the operation referred to in the previous claim substantially as herein described and explained and illustrated in the drawings deposited herewith.

In witness whereof we, the said Moritz Michaelis, Isaac Hallenstein, Arthur Cleghorn, and Edward Waters, have hereto set our hands and seals this sixteenth day of September, one thousand eight hundred and sixty-seven.

MORITZ MICHAELIS. (L.S.)
ISAAC HALLENSTEIN. (L.S.)
A. CLEGHORN. (L.S.)
EDWARD WATERS. (L.S.)

This is the specification referred to in the annexed Letters of Registration, granted to Moritz Michaelis, Isaac Hallenstein, Arthur Cleghorn, and Edward Waters, this eighth day of November, 1867.

JOHN YOUNG.

REPORT.

Sydney, 21 October, 1867.

SIR,

We do ourselves the honor to return the petition of Moritz Michaelis and others, transmitted under your B.C. of the 17th instant for a grant of Letters of Registration in favor of themselves, for an invention of an improved method of treating hides in process of tanning, and for apparatus for the same.

Having had the plans and specification, &c., under our consideration, we recommend that Letters of Registration, to secure the exclusive enjoyment of the said invention, in accordance with the claims as set forth in the specification, be granted for a term of fourteen years.

We have, &c.,

GOTHEK K. MANN.
D. C. DALGLEISH.

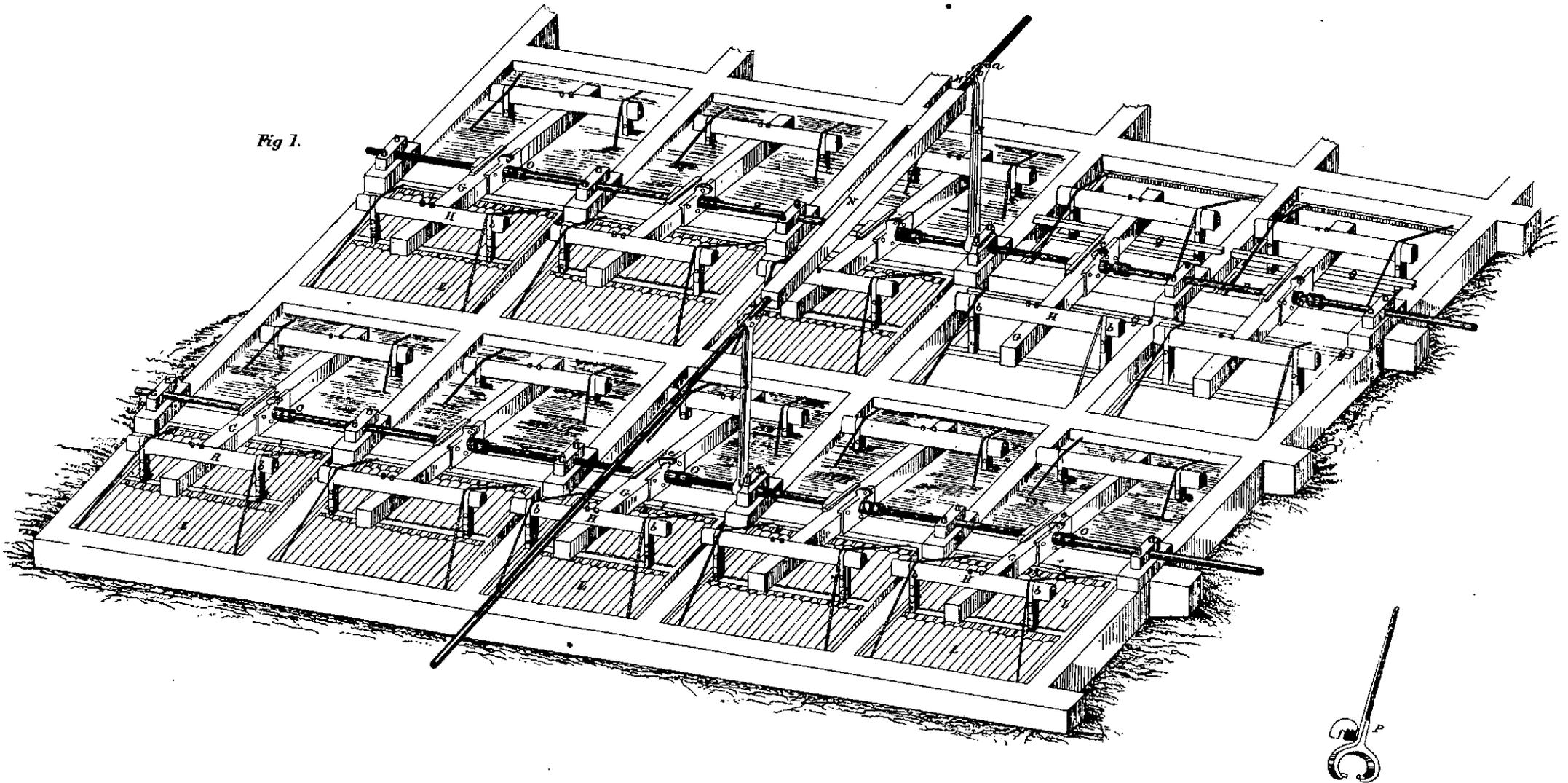
THE PRINCIPAL
UNDER SECRETARY.

[Drawings—one sheet.]

(COPY)

MICHAELIS & OTHERS PATENT.

Fig 1.



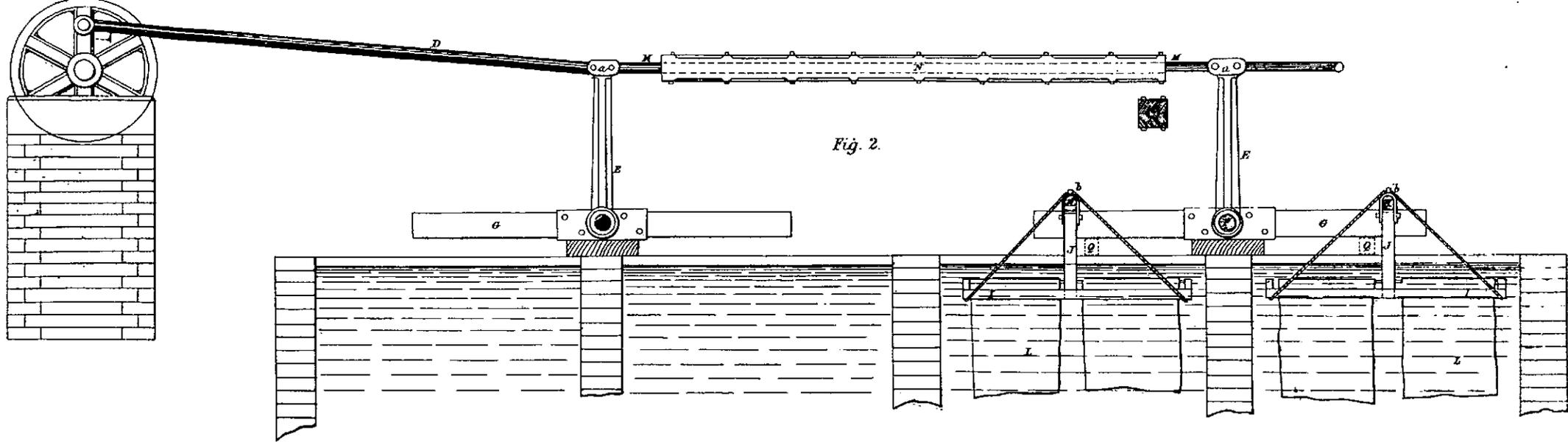


Fig. 2.

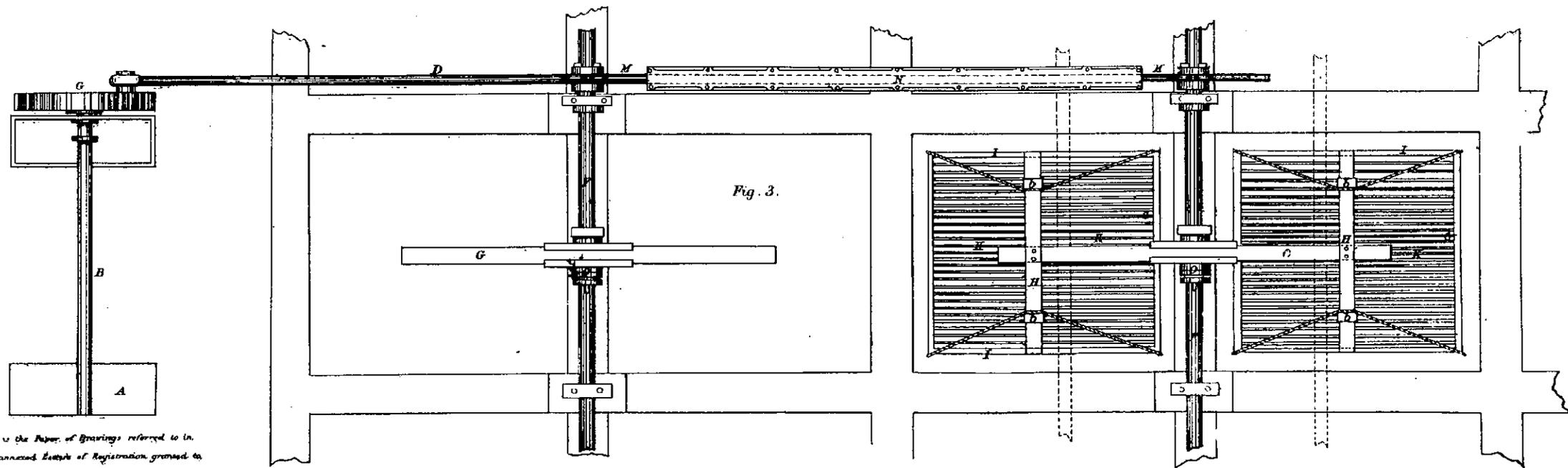


Fig. 3.

This is the Paper of Drawings referred to in
the annexed Letters of Registration granted to
Messrs. Michael's Isaac Hallenstrom Arthur Oly-
horn & Edward Waters this eighth day of Nov-
ember 1867
John Young



A.D. 1867, 8th November. No. 166.

SEPARATION OF AQUEOUS PORTIONS OF FLUIDS AND JUICES.

LETTERS OF REGISTRATION to Eugene Dominique Nicoll and Thomas Sutcliffe Mort, for an Invention of an improved method of and Apparatus for separating the aqueous portions of Fluids and Juices.

[Registered on the 11th day of November, A.D. 1867, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SIR JOHN YOUNG, Baronet, Knight Commander of the Most Honorable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Captain General and Governor-in-Chief of the Colony of New South Wales.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS EUGENE DOMINIQUE NICOLL and THOMAS SUTCLIFFE MORT, both of Sydney, in the Colony of New South Wales, have by their Petition humbly represented to me that they are the authors or designers of a certain invention or improvement in manufactures, that is to say, "Of an invention for an improved method of and apparatus for separating the aqueous portions of fluids and juices," which is more particularly described in the specification and paper of drawings which are hereunto annexed; and that they, the said Petitioners, have deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteen Victoria, number twenty-four; and have humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to them for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said Eugene Dominique Nicoll and Thomas Sutcliffe Mort, their executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said Eugene Dominique Nicoll and Thomas Sutcliffe Mort, their executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Eugene Dominique Nicoll and Thomas Sutcliffe Mort shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this eighth day of November, in the year of our Lord one thousand eight hundred and sixty-seven.

(L.S.)

JOHN YOUNG.

Separation of the aqueous portions of Fluids and Juices.

TO ALL TO WHOM THESE PRESENTS SHALL COME:—We, EUGENE DOMINIQUE NICOLL and THOMAS SUTCLIFFE MORT, both of Sydney, in the Colony of New South Wales, send greeting: Whereas we are desirous of obtaining Letters Patent for securing unto us Her Majesty's special license, that we, our executors, administrators, and assigns, or such others as we or they should or may at any time agree with, and no others, should, and lawfully might, from time to time, and at all times during the term of fourteen years, to be computed from the day on which this instrument is left at the office of the Colonial Secretary, at Sydney, make, use, exercise, and vend, within the Colony of New South Wales an invention for "an improved method of and apparatus for separating the aqueous portions of fluids and juices"; and in order to obtain the said Letters Patent we must, by an instrument in writing, under our hands and seals, particularly describe and ascertain the nature of the said invention, and in what manner the same is to be performed: Now know ye, that we, the said Eugene Dominique Nicoll and Thomas Sutcliffe Mort, do hereby declare the nature of the said invention and the manner performed, to be particularly described and ascertained in and by the following statement and description, reference being had to the drawings hereunto annexed, and to the letters and figures marked thereon, which indicate the parts there referred to, and here particularly explained (that is to say):—

THIS invention has for its object the partial or entire separation of the aqueous portions of fluids and juices as is required in the manufacture of sugar, for the preservation of milk, and for the concentration of extracts of flesh, and in making wine when the must contains an excess of water, the reduction of which will proportion the balance of saccharine and aqueous elements proper to a perfect fermentation.

The combined operation of the apparatus hereinafter more particularly described, attains two principal objects, both involving artificial refrigeration:—

1st. The conversion of the greater part of the aqueous portions of fluids and juices into flakes of ice, to be removed by skimming whilst in suspension, leaving the other portions more or less concentrated.

2nd. The absorption, when necessary, of the remaining aqueous portions by a current of desiccated air.

We now proceed to describe, with the aid of the drawings annexed, the mechanical arrangements by which the objects of the said invention can be effected, the various parts of the apparatus being indicated by numbers and letters.

No. 1. A tube or pipe, to conduct the fluids or juices at ordinary temperatures to a filter.

No. 2. A filter, composed of suitable materials, such as sand, sponge, charcoal, pounded glass, &c.

No. 3. The temperature exchanger, No. 1, consisting of a double-channelled spiral pipe, coiled similarly to a watch-spring, to receive at the outer end of one channel the filtered fluid or juice, and to lead the same to the centre of the spiral from which it will pass to the freezing and parting vat; and to receive at the inner end of the other channel of the coil a current of iced water, which will be discharged after having exchanged its temperature with the fluid or juice. The letter A represents the fluid or juice, and the letter B the iced water, each in circulation in opposite directions.

No. 4. The water discharge pipe.

No. 5. The fluid or juice discharge pipe, leading to the freezing and parting tank or vat.

No. 6. The iced water pipe, provided with a regulating cock.

No. 7, 7, 7. Wooden case, holding the temperature exchanger.

No. 8, 8, 8. The freezing and parting portion of the apparatus, consisting of a double metallic tank, having a compartment between the inner and outer walls, within which can be maintained a temperature sufficiently low to freeze the aqueous elements of fluids and juices, the same to be produced by any artificial mode of refrigeration, such as by the gasification of liquid ammonia, by the evaporation of ether, by the expansion of highly compressed air, or by the circulation of any freezing medium as brine, or a solution of the chloride of calcium, which medium can be constantly refrigerated by a separate apparatus, and circulated by pumps or other suitable means.

No. 9. A vertical shaft, fitted with a pulley, to which a slow rotatory motion will be communicated by some motive power.

No. 10. A skimming sieve, made of transversal wires, offering a perfectly smooth surface, and which is fixed to the vertical shaft No. 9 at a suitable angle, so that during its slow movement through the upper portion of the liquor it may collect all the flakes of ice, and gradually cause them to ascend on to the wire, from which they will fall and be received into a horizontal sieve, where they will accumulate and drain.

No. 11. A shoot, to lead the flakes of ice into a centrifugal machine from the horizontal sieve after draining.

No. 12. A discharge pipe with stop-cock, for the purpose of removing the fluid or juice after the required quantity of its aqueous element has been separated by freezing.

No. 13. A centrifugal machine, as used in refining sugar, to insure the perfect drainage of the flakes of ice, in order to avoid losses which might occur when the fluids or juices to be treated are of an adhesive nature,—the speed of the revolving basket of the centrifugal machine not to be less than twelve hundred revolutions per minute.

No. 14. A draining pipe, to lead the fluids or juices into the discharge pipe No. 12.

No. 15. A discharge and pipe, to lead the fluids or juices into the temperature exchanger No. 2. The temperature exchanger No. 2, which is similarly constructed to the temperature exchanger No. 1; its action, however, is exactly the reverse of that of No. 1,—the object in this case being to exchange the cold temperature of the fluid or juice as it issues from the freezing and parting tank (deprived of the larger portion of its aqueous element) with the ordinary temperature of a current of water. The exchange is effected before the said fluid or juice enters the concentrating portion of the apparatus, which it does at the same temperature it possessed when it left the filter No. 2. On the other hand the water which was at the ordinary temperature is reduced to that of thirty-two degrees Fahrenheit, to be thereupon pumped up into the refrigerating apparatus, and there to assist in maintaining the degree of cold necessary to the different parts of the operation, which it does by decreasing the pressure at which ammoniacal gas liquefies, by condensing ether after evaporation, or by causing a reduction of the heat of air or other permanent

gases

Separation of the aqueous portions of Fluids and Juices.

gases during their compression, according to the method of refrigeration employed. This application of cold water leads to the same result in each case, namely, the saving of fuel and motive power, the proportion of the saving being in the ratio of the cold maintained.

No. 16. A hemispherical concentrating cylinder, to receive the fluids or juices from the temperature exchanger No. 2 for desiccation or concentration.

This concentrator is constructed with a jacket occupying about two-thirds of its height, into which a current of warm air or water of the required temperature is constantly circulated by the action of pumps or other suitable arrangements.

No. 17. A perforated rose, fixed at the bottom of the cylinder and connected with the desiccated air-pipe leading to an air-pump.

No. 18. The desiccated air-pipe, connecting the rose No. 17 with the air-delivering chamber of the air-pump.

No. 19. A discharge pipe, for removing the fluids or juices after concentration.

No. 20. A man-hole, fixed on the top of the cylinder for removing the desiccated substances or highly concentrated fluids or juices, and for enabling the apparatus to be cleaned.

No. 21. An air-delivering chamber, fitted with an air-valve.

No. 22. A hemispherical desiccating cylinder, constructed similarly to No. 16, to contain a solution of salt, chloride of calcium or other suitable medium, only congealable at very low temperatures. This cylinder is also fitted with a jacket, into which a current of the above solution is constantly circulated and kept at the temperature necessary by the use of the refrigerating apparatus.

No. 23, 23. An internal tubular spiral pipe, into which one of the above refrigerated solutions is also constantly circulated.

No. 24. A perforated rose, fixed at the bottom of the cylinder No. 22 and connected with the saturated air-delivering pipe.

No. 25, 25. The saturated air-pipe, connecting the rose No. 24 with the concentrator No. 16.

No. 26, 26. The saturated air-pipe connecting the upper part of the hemispherical desiccating cylinder 22 with the suction-chamber of the air-pump.

No. 27. A saturated air-suction-chamber, fitted with an air-valve.

No. 28. An air-pump, provided with an outward jacket worked by any motive power; to cause the circulation of air through the solution contained in the desiccating cylinder, and to force the same after desiccation through the fluids or juices to be treated.

Having thus described the various parts of the apparatus, and the use thereof, we now proceed to explain the *modus operandi*. In doing so we shall confine ourselves to the explanation of the treatment, whereby the juices of sugar-cane and other saccharine substances are converted into crystallised sugar; the juices of flesh (and indeed all other juices) are concentrated; milk is reduced for preservation to dryness, or to a thick paste, and the must of grapes relieved of any excess of water, and the fermentation of the wine made therefrom, arrested at the proper point.

We will commence with the manufacture of sugar.

The juice of the cane or beet, &c., having been extracted in the usual way by pressure, or lixiviation, is passed to the filter No. 2, where in its passage any fibrous or solid substances are retained. The filtered juice is delivered into the temperature exchanger No. 1, by the outward end of the spiral channel, marked A, and allowed to run by its own gravitation round the coil, until it reaches the centre of the spiral, from which the discharge pipe No. 5 carries it to the freezing and parting tank. During the above operation a regulated current of water, at thirty-two degrees Fahrenheit, delivered from any refrigerating apparatus, enters the temperature exchanger No. 1, at the central extremity of the spiral channel, marked B, and likewise circulated by its own gravitation towards the escape pipe 4, thus running in the opposite direction to the juice, and thereby causing a perfect exchange of temperature with it. The juice enters the freezing and parting tank at a temperature of thirty-two degrees Fahrenheit, while the water at the original temperature of the juice escapes, to be hereafter used, if required, in the temperature exchanger No. 2. The juice having reached the freezing and parting tank at a temperature of thirty-two degrees Fahrenheit, the aqueous portions begin to congeal in thin flakes as soon as the refrigerating compartment of the tank comes into action by the means already explained. As the flakes of ice are formed the skimming sieve is put in motion at a slow speed, causing, by circulation, an equal temperature of the juice throughout, and enabling the flakes of ice to be forced up the incline of the skimmer, whence they can glide into the horizontal sieve, there to drain before being submitted to the action of the centrifugal machine. This process is repeated until the required quantity of the aqueous element is removed. As much as possible of the aqueous portion of the juice should be removed by freezing, in order to lessen the work of the concentrator.

The flakes of ice collected by the skimmer can be, if necessary, drained of any adhering juice by the centrifugal machine, and afterwards withdrawn to the refrigerating apparatus to assist in producing cold, as before described. The juice thus drained is allowed to run into the temperature exchanger No. 2, by a branch pipe connected with the discharge pipe No. 12. The parted juice is now discharged from the freezing tank into the temperature exchanger No. 2, and another charge of juice is admitted from the filter as before; the parted juice now circulates through the temperature exchanger No. 2, beginning at the central extremity of the spiral channel, while water at the ordinary temperature circulates from the opposite direction. This operation is the reverse of that already described in connection with the temperature exchanger No. 1. The juice having taken the temperature of the water, the latter cooled to thirty-two degrees Fahrenheit is pumped up to the refrigerating apparatus to perform its work there.

Thus far the process of concentration has been conducted on the most economical principles. The syrup or parted juice at the temperature of the original juice at this stage flows into the concentrator No. 16, there to be deprived of its remaining aqueous portions by a current of dried warm air passing through it from the air pump, the temperature of the syrup having been raised a little to increase its power of giving off its aqueous vapour to the desiccated air. The air saturated with aqueous vapour enters the hemispherical cylinder No. 22, and passes through the highly refrigerated solution within which absorbs all its moisture and returns it dry to the air-pump. By an arrangement of the air-pump the dried but refrigerated air is again warmed by the warm air in the jacket of the pump, and the concentration of the

Separation of the aqueous portions of Fluids and Juices.

the syrup is proceeded with to the desired point, which is ascertained by a suitable gauge. Care should be taken to run off the syrup before it granulates in the concentrating cylinder into shallow tanks, where the crystallisation takes place as rapidly as the temperature lowers from that of the concentrator to that of the atmosphere.

The refrigerating solution in the hemispherical cylinder No. 22, weakened by repeated additions of aqueous vapour, should from time to time be removed and a strong solution introduced in its place.

In cases where it is necessary to ascertain the precise quantity of the aqueous solution removed from the juice, a surface condenser is introduced, and the condensation taking place inside the tube whilst the refrigerating solution is acting externally, the aqueous solution is run off into a graduated receiver.

The concentration of the juices of flesh and milk are performed similarly to that of the cane juice, only the former may require to be absolutely desiccated, and must be removed from the concentrating cylinder by way of the man-hole. In the case of wine-making the excess, if any, of water in the must should be frozen out; and after its fermentation has been completed the new wine should be passed through the filter, and exchanging its temperature in the manner already fully described, and entering the freezing tank, should be submitted to a very low temperature to destroy the yeast or germs of fermentation which may remain in it. After this the wine should be allowed, by passing through the temperature exchanger No. 2, to regain its original temperature, and be put into casks.

Having now described the nature and object of the said invention for "An improved method of an apparatus for separating the aqueous portions of fluids and juices" we would remark in conclusion that we claim as our invention the improved method of and apparatus for separating the aqueous portions from fluids and juices, and we specially claim—

First. The combination and arrangement of the temperature exchangers.

Second. The freezing and skimming arrangements in connection with the freezing and parting tank.

Third. The arrangement of the hemispherical cylinders, whereby the concentrated fluids and juices are desiccated.

Fourth. The arrangement of the apparatus for freezing the new wine, in order to destroy the yeast or germs of fermentation, and to insure the wine from again fermenting, in combination with the recovery of the cold employed for the purpose.

E. D. NICOLL. (L.S.)
THOS. S. MORT. (L.S.)

This is the specification referred to in the annexed Letters of Registration, granted to Eugene Dominique Nicoll and Thomas Sutcliffe Mort this eighth day of November, 1867.

JOHN YOUNG.

REPORT.

Sydney, 9 October, 1867.

SIR,

In compliance with your request we have examined the specification and drawings accompanying the application of Mr. E. D. Nicoll and Mr. T. S. Mort, for Letters of Registration for "An improved method of, and apparatus for, separating the aqueous portions of fluids and juices," and we have now the honor to report that we see no objection to the issue of such Letters as desired.

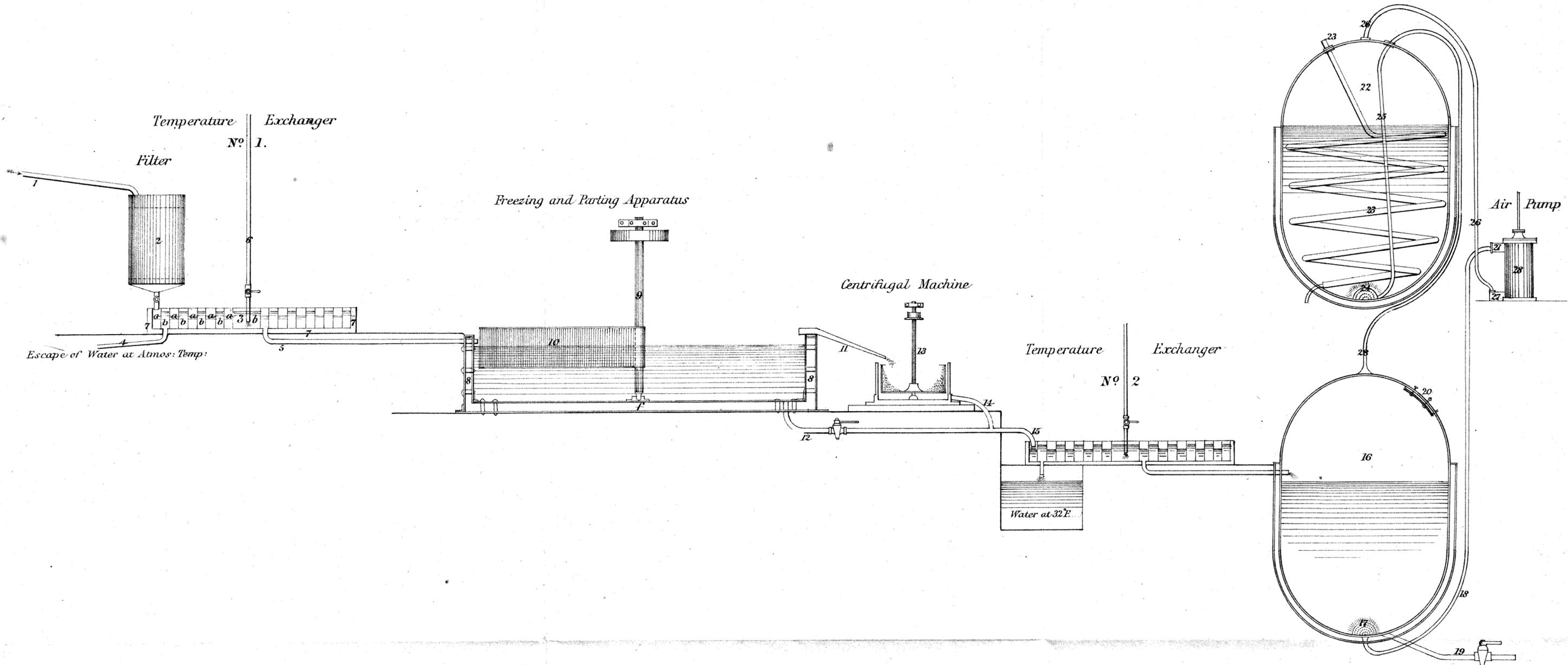
THE HONORABLE
THE COLONIAL SECRETARY.

We have, &c.,
J. SMITH.
GOTHER K. MANN.

[Drawings—1 sheet.]

Juice and Fluid Separator

Scale $\frac{3}{8}$ to a foot



This is the Paper of Drawings referred to in
the annexed Letters of Registration granted to
Eugene Dominique Nicolle, and Thomas Sut-
cliffe Mort this eighth day of November 1867.
(Signed) John Young.

E. D. Nicolle
Thos. Mort



A.D. 1867, 22nd November. No. 167.

**INVENTION OF A TILE, WATER AND WIND PROOF, CALLED "VARIEGATED
OR PLAIN ROMAN TILE."**

LETTERS OF REGISTRATION to Battista Pedrazzi, for an Invention of a Tile,
water and wind proof, called "Variegated or plain Roman Tile."

[Registered on the 25th day of November, A.D. 1867, in pursuance of Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SIR JOHN YOUNG, Baronet, Knight Commander of the Most Honorable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Captain General and Governor-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS BATTISTA PEDRAZZI, of Sydney, in the Colony of New South Wales, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, "Of an invention of a tile, water and wind proof, called 'Variegated or plain Roman tile'" which is more particularly described in the specification and paper of drawings, which are herewith annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said Battista Pedrazzi, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said

Tile, water and wind proof, called "Variegated or plain Roman Tile."

Battista Pedrazzi, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Battista Pedrazzi shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this twenty-second day of November, in the year of our Lord one thousand eight hundred and sixty-seven.

(L.S.)

JOHN YOUNG.

SPECIFICATION for the patent tile, water and wind proof, called "Variegated or Plain Roman Tile."

This improved tile, as shown in the drawing, is a new combination of lines, securing the perfect covering of houses and public buildings, and rendering the pane by the nature of the clay employed both *cool* and *water-proof*. The grooves are so arranged that, should the wind or rain pass through the vaints, it is immediately arrested and compelled to run down the parallel grooves which discharge the water on the outer surface of the next tile, and so on, until it reaches the last to deliver it into the gutter, or letting it fall to the ground. The shape of the tile combines another advantage, which is most important in the manufacture, that is, the curves are so arranged that on baking the tiles in an oven they retain their perfect shape, although the heat has been raised to a considerable height, in order to obtain the necessary hardness of the clay to render it water-proof; little or no waste of tile is the consequence. I claim no particular machinery for the making of the tiles, the same being moulded in an ordinary press, which may be varied according to the use of steam or hand power employed. What I claim is the shape of the tile as per drawing, combining the advantages above-mentioned.

BATTISTA PEDRAZZI.

This is the specification referred to in the annexed Letters of Registration, granted to Battista Pedrazzi this twenty-second day of November, 1867.

JOHN YOUNG.

REPORT.

Sydney, 14 October, 1867.

SIR,

Having examined the plans and specification submitted for our report (papers returned herewith), under your blank cover of the 9th instant, of variegated and plain Roman tiles, we do ourselves the honor to recommend that Letters of Registration be granted to Mr. Battista Pedrazzi, in terms of his application.

THE HONORABLE
THE COLONIAL SECRETARY.

We have, &c.,
GOTHER K. MANN.
JAMES BARNET.

Sydney, 18 November, 1867.

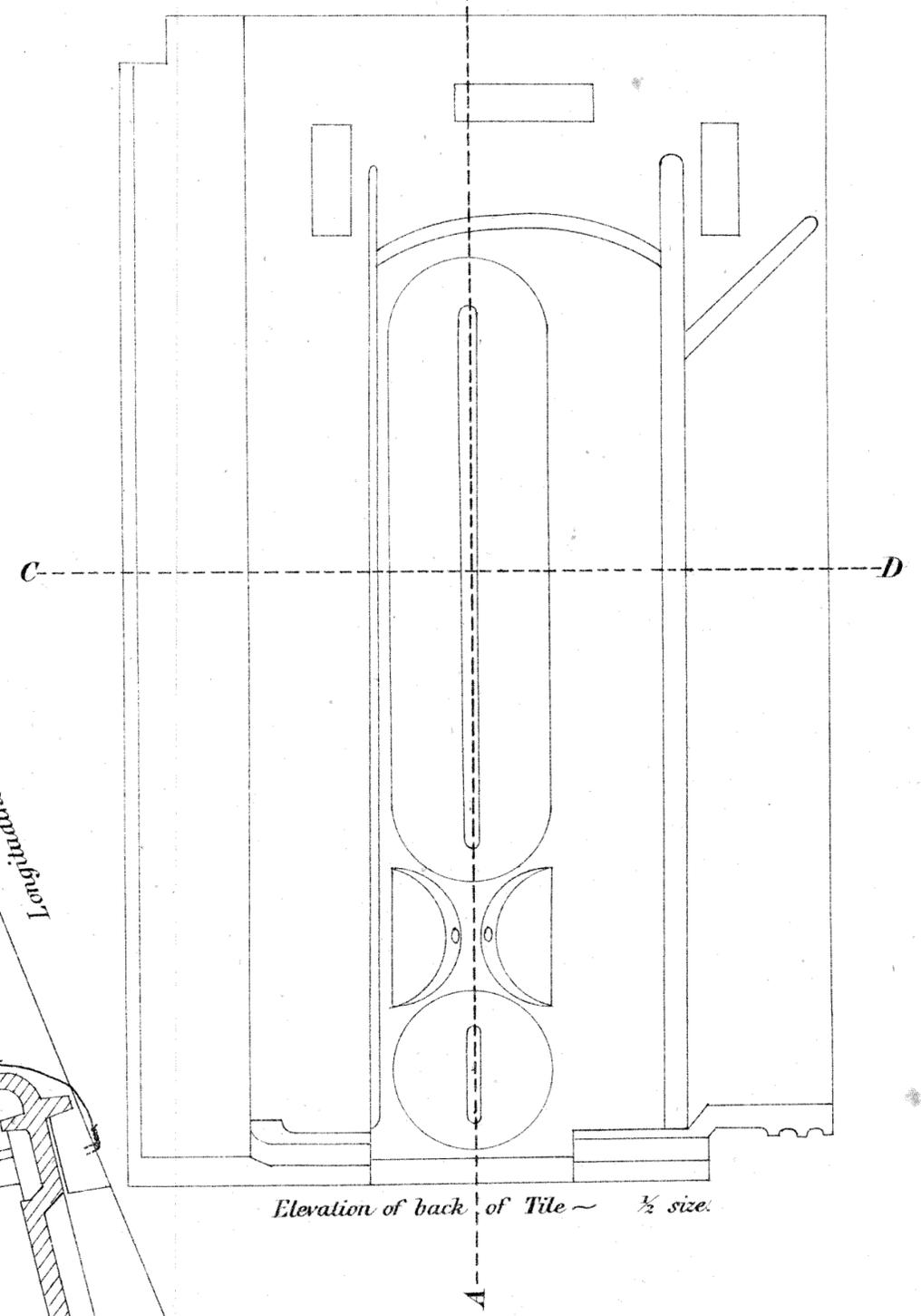
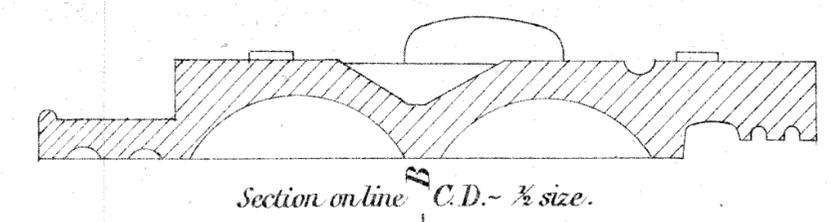
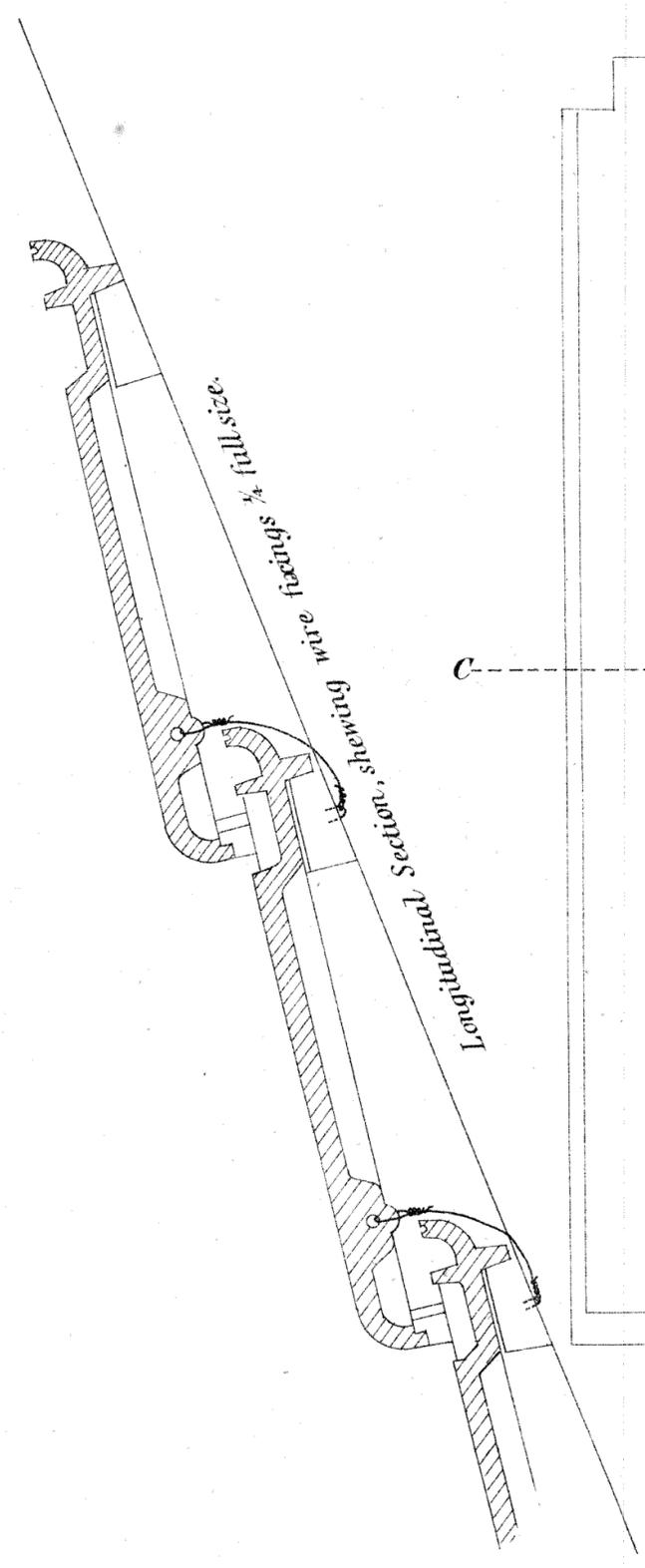
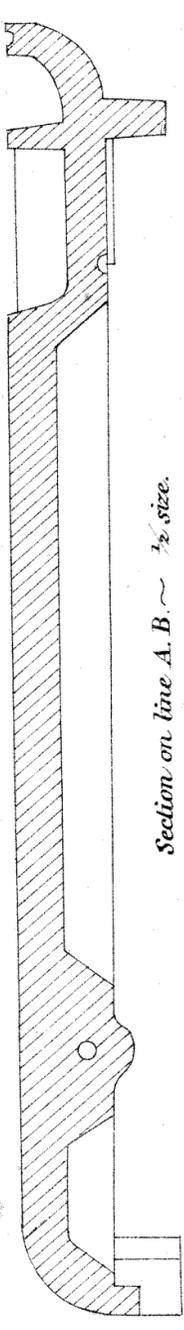
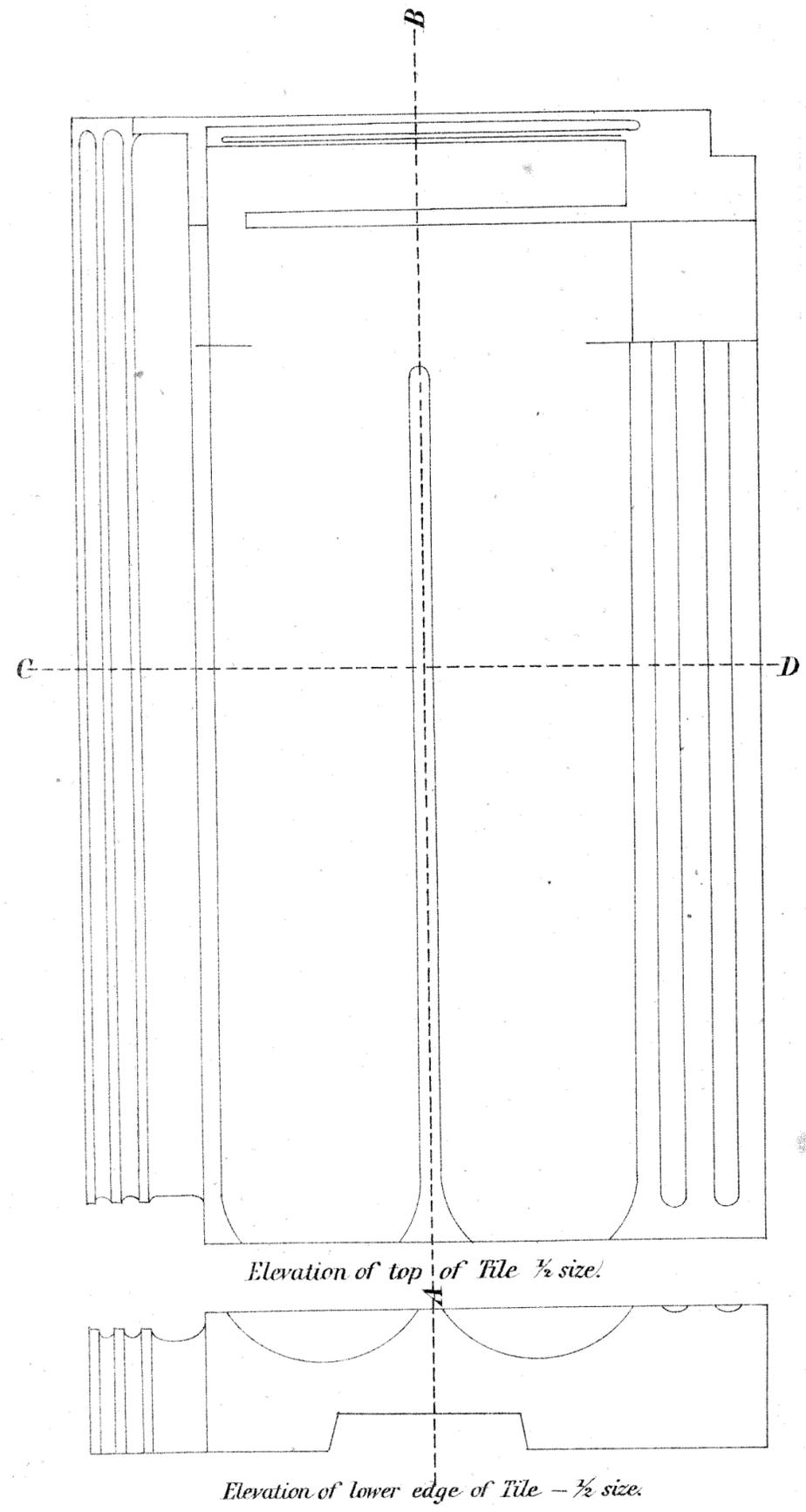
SIR,

Having reconsidered Mr. Battista Pedrazzi's application of the 7th October last, for Letters of Registration for a "Variegated or plain Roman tile," and having compared the form now proposed to be registered by him with that of the one previously registered and claimed by Messrs. James M'Nab and William Blackboyn, we have to report that we see no grounds for withholding the Letters of Registration, recommended by our letter of the 14th October last.

THE PRINCIPAL
UNDER SECRETARY.

We have, &c.,
GOTHER K. MANN.
JAMES BARNET.

[Drawings—one sheet.]



This is the Paper of Drawings referred to in the annexed Letters of Registration granted to Battista Pedrazzi this twenty second day of Nov: 1867.
 signed John Young



A.D. 1867, 29th November. No. 168.

**FOR DISTILLING SPIRIT BY STEAM FROM BEET-ROOT AND
MANGEL-WURZEL.**

**LETTERS OF REGISTRATION to Nathaniel Levy, for an Invention for distilling
Spirit by steam from Beet-root and Mangel-wurzel.**

[Registered on the 2nd day of December, A.D. 1867, in pursuance of Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SIR JOHN YOUNG, Baronet, Knight Commander of the Most Honorable Order of the Bath, Knight, Grand Cross of the Most Distinguished Order of St. Michael and St. George, Captain General and Governor-in-Chief of the Colony of New South Wales, and Vico-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS NATHANIEL LEVY, of Collins-street West, in the City of Melbourne, in the Colony of Victoria, hath by his Petition humbly represented to me that he is the assignee of Henry Levy, of Collins-street East, in the City of Melbourne, aforesaid, banker, who is the author or designer of a certain invention or improvement in manufactures, that is to say, "Of an invention for distilling spirit by steam from beet-root and mangel-wurzel," which is more particularly described in the specification and drawing which are hereunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteen Victoria, number twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said Nathaniel Levy, as such assignee as aforesaid, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said Nathaniel Levy, as such assignee as aforesaid, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Nathaniel Levy shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this twenty-ninth day of November, in the year of our Lord one thousand eight hundred and sixty-seven.

(L.S.)

JOHN YOUNG.

For distilling Spirit by steam from Beet-root and Mangel-wurzel.

TO ALL TO WHOM THESE PRESENTS SHALL COME,—

I, HENRY LEVY, of Collins-street east, Melbourne, in the Colony of Victoria, banker, send greeting: Whereas I am desirous of obtaining Royal Letters Patent for securing unto me Her Majesty's special license that I, my executors, administrators, and assigns, and such others as I or they should at any time agree with, and no others, should and lawfully might, from time to time, and at all times during the term of fourteen years (to be computed from the day on which this instrument shall be left at the office of the Chief Secretary), make, use, exercise, and vend, within the Colony of Victoria and its dependencies, an invention for distilling spirit by steam from beet-root and mangel-wurzel. And in order to obtain the said Letters Patent I must, by an instrument in writing under my hand and seal, particularly describe and ascertain the nature of the said invention, and in what manner the same is to be performed, and must also enter into the covenant hereinafter contained: Now know ye, that the nature of the said invention, and the manner in which the same is to be performed, is particularly described and ascertained in and by the following statement (that is to say):—The nature of the invention is the distillation of spirit from beet-root and mangel-wurzel (either or both) by the use and application of steam; and the manner in which the same is accomplished is as follows:—The beet-root or mangel-wurzel is cut into suitable-sized pieces, and is then placed in tanks, and there made to ferment by the addition of hot and acidulated water. The beet-root or mangel-wurzel, when thus fermented, is placed in the holders or upright boxes marked A on the accompanying drawing, such boxes being made of either wood or metal, and of any number according to requirements. These boxes are fitted with movable perforated shelves, placed about twelve inches apart, and upon which the fermented beet-root or mangel-wurzel is placed in layers of six inches depth on each shelf; each box has an opening in front, and is fitted with a door so as to allow of feeding and emptying when necessary. Communication from top to bottom of every box used is effected so as to establish an uninterrupted circulation from the top to the bottom of each. In this state of preparation steam is introduced through the pipe marked B on the drawing, to the several boxes, and this pipe is fitted with cocks to admit and regulate the pressure of the steam, which steam passes through the mass of beet-root or mangel-wurzel in the boxes, and forces alcoholic liquor out of the fermented pieces. The pipes on the top of the boxes marked C on drawing, communicate with a worm in a refrigerator marked D on drawing, and through which refrigerator the spirit or feints passes into the receiver marked E on drawing. The boxes before referred to are also fitted with cocks at the bottom, to let off any condensed steam, and valves are placed at the top and bottom so as not to allow of too great a pressure in the boxes. From the receiver E the spirit passes downwards by a pipe into an apparatus marked F on drawing, which is fitted at the bottom with a small worm attached to the steam pipe marked B. The spirit is conveyed by the pipe marked J on drawing, from the receiver F, and the spirit then passes therefrom into a column marked G on drawing. This column is fitted with a large number of boxes (fitted closely and one over another), each box having for its cover a perforated sheet of copper. A small cup is fitted in each of these covers, to which is attached a small pipe leading from one box to another, and forming communication through the whole column; the steam pipe B is also attached to the bottom of this column with worms, and generates the spirit to higher proof, and the spirit is thus forced upwards in the column. A pipe marked I on drawing is also fitted at the top of this column, and communicates with a worm in a refrigerator, marked H on drawing, through which the spirit from the column passes into a spirit room.

And I do hereby for myself, my heirs, executors, and administrators, covenant with Her Majesty, Her heirs and successors, that I believe the said invention to be a new invention as to the public use and exercise thereof, and that I do not know or believe that any other person than myself is the true and first inventor of the said invention, and that I will not deposit these presents at the office of the Chief Secretary with any such knowledge or belief as last aforesaid.

In witness whereof I have hereunto set my hand and seal this twenty-fourth day of September, one thousand eight hundred and sixty-six.

HENRY LEVY. (L.S.)

A true copy,—J. J. MOONY,
Parliamentary and Patent Agent, 38, Collins-street, East Melbourne, Victoria.

REPORT.

SIR,

Sydney, 8 July, 1867.

In compliance with your request we have examined the specifications and drawings of Mr. Levy's invention for distilling spirit by steam from beet-root and mangel-wurzel, and we have now the honor to report that we see no objection to the granting of Letters of Registration as desired.

THE HONORABLE
THE COLONIAL SECRETARY.

We have, &c.,
J. SMITH.
CHAS. WATT.

[Drawing—one sheet.]

No. 169.

[Assignment of No. 140. See page 41 of this Return.]

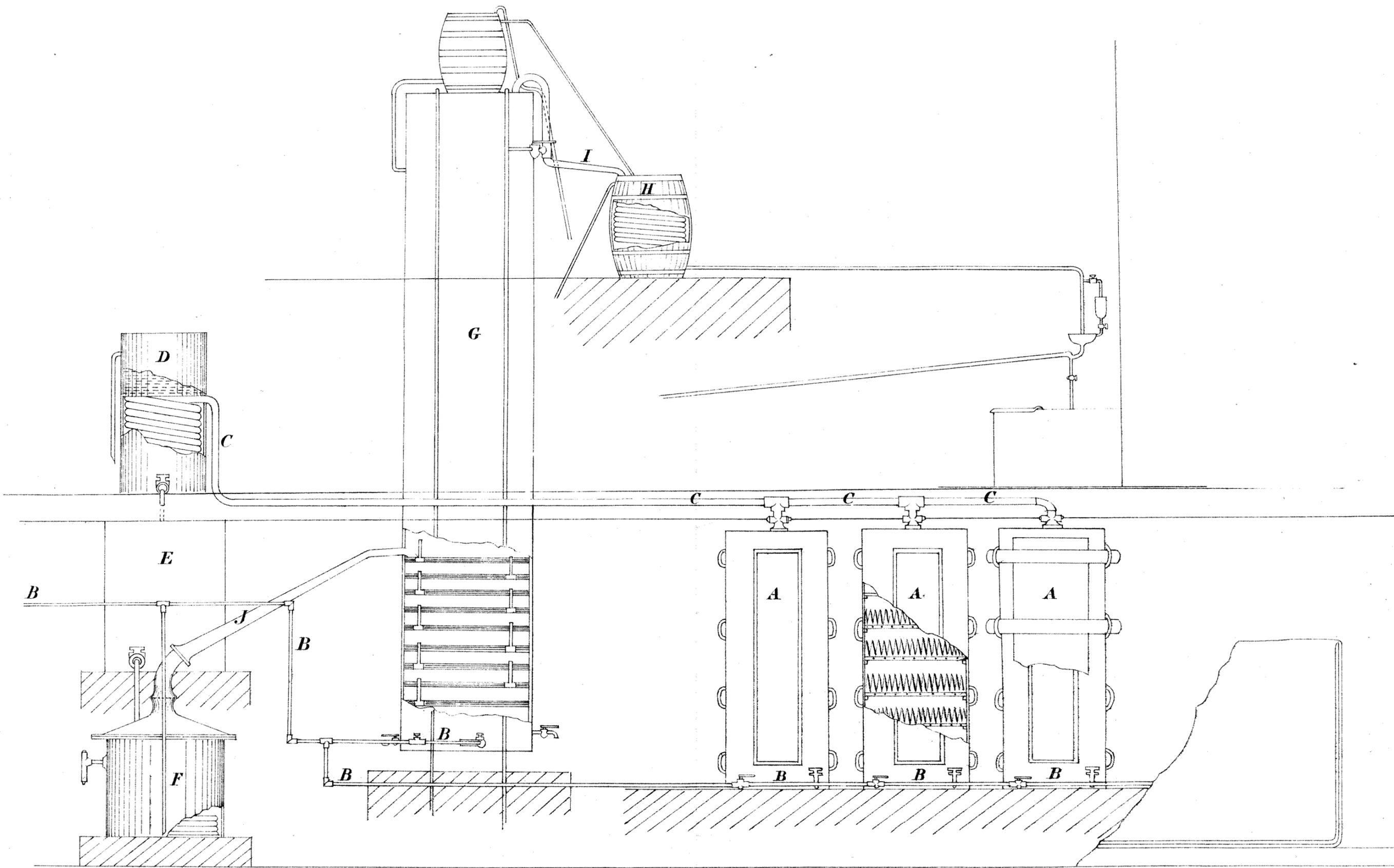
No. 170.

[Assignment of No. 118. See page 92 of Return ordered to be printed by Legislative Assembly on 9th January, 1868.]

No. 171.

[Assignment of No. 167. See page 115 of this Return.]

H. Levy's Invention for distilling Spirit by Steam





A.D. 1868, 2nd March. No. 172.

**APPARATUS FOR SHEARING AND CLIPPING WOOL OR HAIR FROM SHEEP
OR OTHER ANIMALS.**

LETTERS OF REGISTRATION to James Andrew Bolton Higham, for an Invention of a new Apparatus for shearing and clipping the Wool or Hair from Sheep or other Animals.

[Registered on the 3rd day of March, A.D. 1868, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a Member of Her Majesty's Most Honorable Privy Council in Ireland, Governor and Commander-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS JAMES ANDREW BOLTON HIGHAM, of Melbourne, in the Colony of Victoria, compositor, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, "Of an invention of a new apparatus for shearing and clipping the wool or hair from sheep or other animals," which is more particularly described in the specification and paper of drawings which are hereunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said James Andrew Bolton Higham, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said James Andrew Bolton Higham, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said James Andrew Bolton Higham shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this second day of March, in the year of our Lord one thousand eight hundred and sixty-eight.

(L.S.)

BELMORE.

Shearing and clipping Wool or Hair from Sheep, &c.

SPECIFICATION of JAMES ANDREW BOLTON HIGHAM, of Melbourne, in the Colony of Victoria, compositor, for an invention intituled "A new apparatus for shearing and clipping the wool or hair from sheep or other animals."

My invention consists of a new apparatus or mechanical arrangement for the purpose of shearing and clipping the wool or hair from sheep or other animals, and will be readily understood on reference to the accompanying drawings, where the same letters indicate the same parts wherever they occur. It will be seen that steam, compressed air, or water, may be applied as the motive power to drive a turbine wheel or rotary engine, which is connected to and works (indirectly) a rotary knife or cutter, travelling over a comb, on very much the same principle as a mowing-machine, except that the relative positions of the knife and comb (or finger-bar) are reversed, that is to say, in my machine the knife or cutter is uppermost.

Figure 1 shows sectional elevation, and figure 2 is plan of my apparatus, the other figures representing in detail the various parts thereof.

A is a metal case, having its inner periphery plain or serrated; B is the turbine wheel; C is flexible pipe; D is another flexible pipe of larger diameter than pipe C; E is shaft attached to turbine-wheel, passing through stuffing-box F, and having small pinion wheel G fastened on or near to its extremity. This pinion wheel gears into and works another toothed wheel H, which runs on pin or shaft I, which fits into a lug on the outside of the circumference of the case A. On the underside of this toothed wheel H are two studs J, which fit into corresponding holes in the body of the knife or cutter K. L is a steel plate, which is firmly attached to the flanges M on the under side of case A, and has a portion (say one-half) of its circular circumference slotted or cut so as to form a metal comb; N is a guard-plate; O is the handle of the apparatus; P is set screw.

When required to be used, the apparatus is conducted to the animal to be sheared or clipped, and motion is imparted by (say) steam being conducted through the pipe C to turbine wheel B, which revolving carries with it pinion G, thus imparting motion to toothed wheel H, and consequently causing the knife or cutter to rotate with it, which makes a clean cut over the metal comb,—the guard plate N keeping the wool or hair from penetrating beyond the comb.

The depth of the wool or hair left on the animal is regulated by the thickness of the comb. The speed at which the knife or cutter plate is made to rotate may be regulated by the relative diameters of wheels G and H.

There may of course be many variations of my invention, without departing from the nature thereof; for instance, a rotary engine might be substituted for the turbine wheel. The number of the knives and the line they traverse might be varied, as well as their shape; for instance, they might be worked from an eccentric in a substantially similar manner as the cutter-bar of reaping machines. The comb might cover a larger surface, and its shape (circular) might be varied. The materials also of which any of the parts are made or manufactured might be altered or varied; although in all these particulars I have shown in the drawings those which I prefer. I do not confine myself therefore to the precise details herein set forth and illustrated in the drawings hereto attached, neither do I lay claim to any of the parts of my apparatus, separate and apart from their use and application in the manner and for the purposes substantially as herein described and explained; but I claim the mechanical arrangement herein set forth and explained to be used in the manner and for the purposes substantially as herein described.

In witness whereof I, the said James Andrew Bolton Higham, have hereto set my hand and seal, this sixteenth day of December, in the year of our Lord one thousand eight hundred and sixty-seven.

JAMES ANDREW BOLTON HIGHAM. (L.S.)

This is the specification referred to in the annexed Letters of Registration, granted to James Andrew Bolton Higham this second day of March, 1868.

BELMORE.

REPORT.

Department of Public Works,
Harbours and River Branch,
Sydney, 20 January, 1868.

SIR,

Having, in attention to the minute of the Honorable the Colonial Secretary, examined the plan and specification referred to in the within application for a grant of Letters of Registration in favor of Mr. James Andrew Bolton Higham for his invention "Of a new apparatus for the shearing and clipping of wool or hair from sheep or other animals," we have now the honor to recommend that the prayer of the Petition be granted.

THE UNDER SECRETARY,
Colonial Secretary's Office.

We have, &c.,
EDWARD BELL.
E. O. MORIARTY.

[Drawings—one sheet.]

(COPY)

Full Size

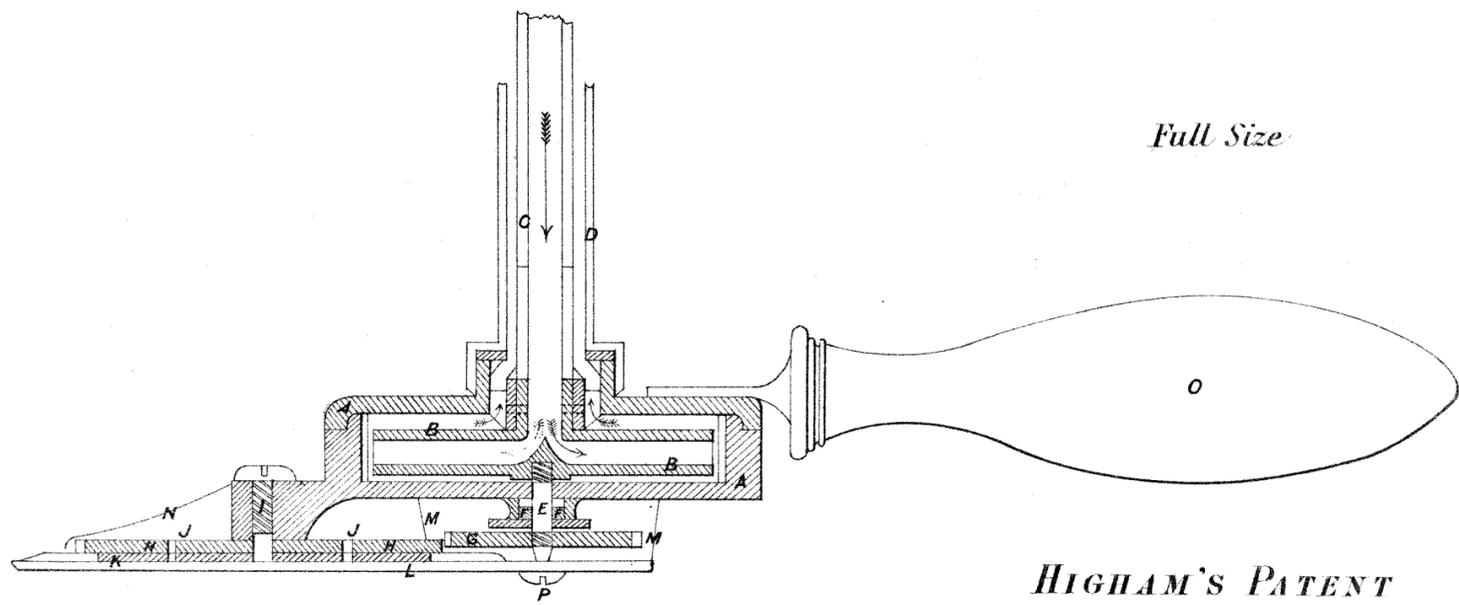


Fig. 1

HIGHAM'S PATENT

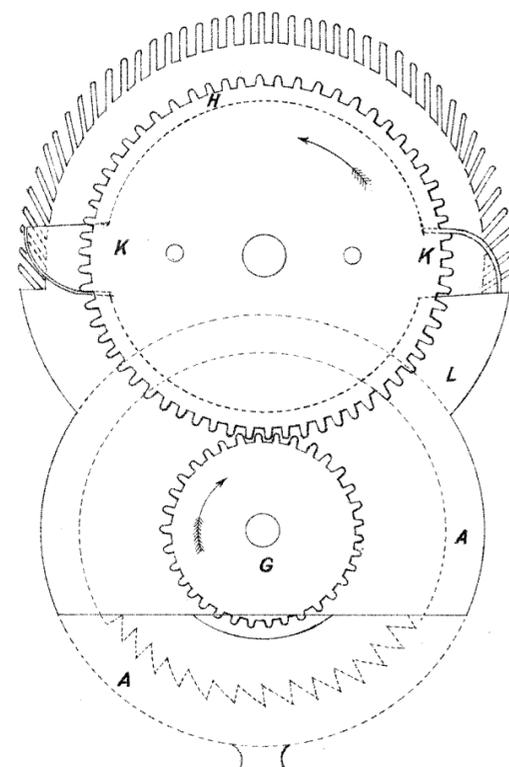
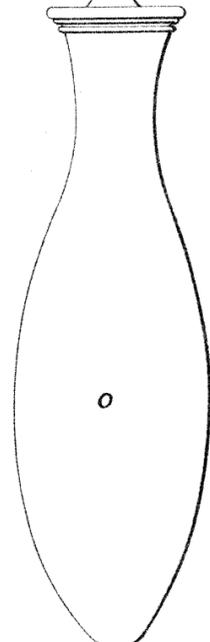
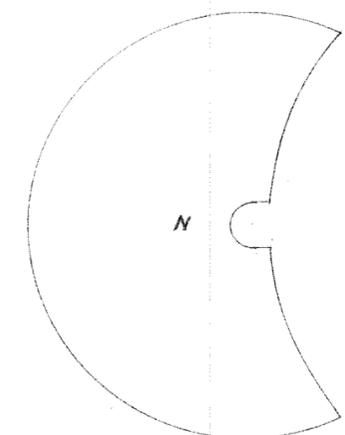
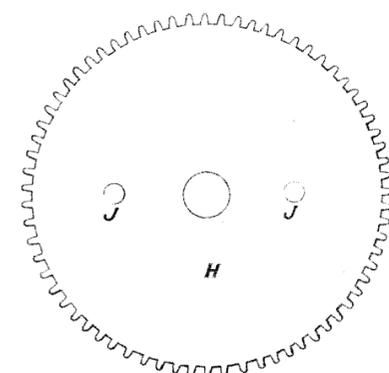
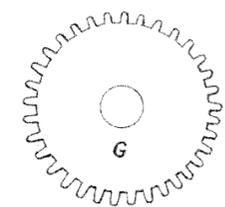
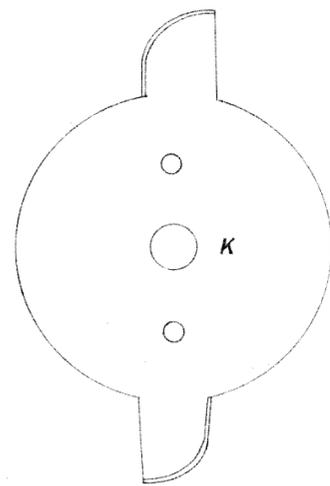
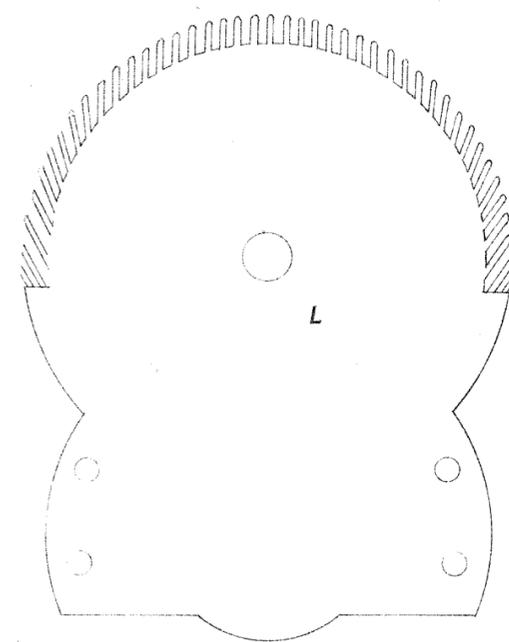


Fig. 2



This is the Paper of Drawings referred to in
 the annexed Letters of Registration granted to
 James Andrew Bolton Higham this second day of
 March 1863. *(signed Belmore)*



A.D. 1868, *5th March*. No. 173.

**REDUCTION OF THE TEMPERATURE OF AIR, AND PRODUCTION OF ICE
AND PRESERVATION OF ANIMAL SUBSTANCES, &c., BY FREEZING.**

LETTERS OF REGISTRATION to Dugald Little, for an Invention for the reduction of the temperature of Air, and for the production of Ice, and the preservation of Animal, Vegetable, and other perishable substances, by freezing.

[Registered on the 6th day of March, A.D. 1868, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a Member of Her Majesty's Most Honorable Privy Council in Ireland, Governor and Commander-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting:

WHEREAS DUGALD LITTLE, of Glenorchy, in the County of Cumberland, in the Colony of Tasmania, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, "Of an invention for the reduction of the temperature of air, and for the production of ice, and the preservation of animal, vegetable, and other perishable substances, by freezing," which is more particularly described in the specification which is hereunto annexed; and that he, the said Petitioner hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said Dugald Little, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement, for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said Dugald Little, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Dugald Little shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this fifth day of March, in the year of our Lord one thousand eight hundred and sixty-eight.

(L.S.)

BELMORE.

Reduction of the temperature of Air, and for the production of Ice, &c., by freezing.

SPECIFICATION of "A method and apparatus for the reduction of the temperature of air, and for the production of ice, and the preservation of animal, vegetable, and other perishable substances, by freezing."

It is proposed to carry the process into operation, as follows:—

To pump or otherwise force and compress the air to be operated upon into a strong condensing vessel, by preference a surface condenser (similar to those commonly used in steamers), or of any other suitable shape and construction, at a pressure higher than the ordinary atmospheric pressure, by preference at a very high pressure, the air before entering the condenser, if requiring to be dried, to be passed through or over, or brought into contact with, a bath of sulphuric acid, in order to thereby absorb any moisture floating in it, or to be dried by any other known and ordinary method.

To reduce the temperature of the compressed air (which will have increased in temperature in proportion to the extent to which it has been compressed—that is, the greater the pressure of air in the condenser the higher will be its temperature), by any of the usual and ordinary modes of circulating water round and about the condenser and tubes contained in it, or by other known and suitable method,—such water being either of ordinary temperature, or reduced to a lower temperature by the operation of the vacuum ammoniacal, ether, or other known refrigerating process, by preference the vacuum process, which consists in passing the water through a close vessel, in which is placed a quantity of concentrated sulphuric acid, and from which the air is exhausted, and a vacuum produced.

To produce and maintain as low an atmospheric temperature as may be required, under freezing point, in any room, ship's hold, or other close vessel, or receiver, by the discharge into it of a volume (constant or intermittent, as may be required) of the compressed, cooled, and condensed air, at a lower pressure than contained and maintained in the condenser, by preference at or about ordinary atmospheric pressure, which air will expand into said room, ship's hold, or other close vessel or receiver, at a temperature below what it stands at in said condenser, in proportion to extent of said expansion—that is, the higher the pressure of the air in the condenser from which it escapes the lower at ordinary atmospheric pressure will be its temperature in the receiver or vessel into which it is discharged and expanded,—said room, ship's hold, or other close vessel or receiver being provided with ventilators, or other convenient method of allowing the lighter and warmer portions of the injected air to escape, and make room for the additional quantities of fresh air supplied from the condenser.

To produce ice, and to preserve animal, vegetable, and other perishable substances, by placing them in said room, ship's hold, or other close vessel, or receiver, subject to the influence and operation of the said air discharged at the said low temperature from the said condenser.

I claim especially as peculiar to my invention:

The mode of obtaining the reduction in the temperature of the air, namely, by drying, then compressing and cooling it, while in a state of compression; and the mode of applying the refrigerating process, namely, by discharging the compressed and cooled air into any convenient separate ship's hold, room, or receiver, containing the substances to be operated on.

This is the specification referred to in the annexed Letters of Registration, granted to Dugald Little this fifth day of March, 1868.

BELMORE.

REPORT.

Sydney, 29 January, 1868.

SIR,

In compliance with your request we have examined Mr. Dugald Little's specification of an invention for "The reduction of the temperature of air, and for the production of ice and the preservation of animal, vegetable, and other perishable substances by freezing," and we have now the honor to report that we see no objection to the issue of Letters of Registration as prayed for.

THE HONORABLE
THE COLONIAL SECRETARY.

We have, &c.,
J. SMITH.
E. O. MORIARTY.



A.D. 1868, 19th March. No. 174.

IMPROVEMENTS IN PRESERVING SUBSTANCES FOR FOOD.

LETTERS OF REGISTRATION to James Dewar, for Improvements in preserving substances for Food.

[Registered on the 19th day of March, A.D. 1868, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a Member of Her Majesty's Most Honorable Privy Council in Ireland, Governor and Commander-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting:—

WHEREAS JAMES DEWAR, of Kirkcaldy, in the County of Fife, in North Britain, doctor of medicine, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, "Of an invention of improvements in preserving substances for food," which is more particularly described in the specification which is hereunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said James Dewar, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement, for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said

Improvements in preserving substances for Food.

James Dewar, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said James Dewar shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this nineteenth day of March, in the year of our Lord one thousand eight hundred and sixty-eight.

(L.S.)

BELMORE.

TO ALL TO WHOM IT MAY CONCERN:—Be it known that I, JAMES DEWAR, doctor of medicine, residing in Kirkcaldy, in the County of Fife, in North Britain, have invented or discovered new and useful "Improvements in preserving substances for food"; and I, the said James Dewar, do hereby declare the nature of the said invention, and in what manner the same is to be performed, to be particularly described and ascertained in and by the following statement thereof (that is to say):—

THE nature of my invention is to preserve meat, fish, game, poultry, and eggs in a condition suitable for food for a length of time by subjecting these several articles to the action of sulphurous acid.

The manner in which the invention is to be performed is as follows:—

The sulphurous acid, to which I subject the substance intended to be preserved, is the liquid acid, well known by that name. That acid, as described in the British Pharmacopœia, is very suitable for the purposes of my invention, but I find it difficult to obtain the acid of the strength indicated in that Pharmacopœia, namely, of specific gravity 1.040; and I find that the acid more commonly manufactured, viz., of specific gravity 1.012, is sufficient for the said purposes. Such acid may be used without dilution, or it may be diluted with water or with a mucilage.

For diluting the acid I find it best to employ distilled water, or water recently boiled and allowed to cool. The mucilage which I employ for diluting the acid is composed of gelatine gum, or starch of a consistency similar to that of the mucilage of gum acacia, as indicated in the British Pharmacopœia. Common salt may be added to the liquor when it is desired to give the substance intended to be preserved a salt flavour.

For preserving birds, fish, and other animals, I proceed as follows:—

The feathers of birds, and the skins of other animals, except fish, are taken off, and all viscera are removed, and the substance to be preserved is thoroughly cleansed from impurities. The bodies of animals thus prepared may be preserved without being divided into joints or pieces, but in the case of larger animals I divide them for convenience into suitable pieces or joints.

I immerse the substance intended to be preserved in the sulphurous acid, diluted or not, as above-mentioned, contained in a case, cask, jar, or other vessel. For convenience and economy the vessel containing the substance should be capable of being closed, and as nearly air-tight as conveniently may be, with the object of preventing loss of the liquor by leakage or evaporation. If the vessel be not closed and air-tight, so as to prevent loss of the liquor, I find it advisable to add, from time to time, a sufficient quantity of liquor to secure the whole of the substance remaining completely immersed.

I either keep the substance immersed until I wish to use it, or I immerse it for a short time, and then take it out of the liquor and hang it up to dry.

I find that the immersion of a small substance, such as a fish or chicken, for one hour, if dried immediately afterwards, is sufficient; and for a larger and more solid substance, such as a joint of meat, an immersion for twenty-four hours is sufficient. And I would observe that the period of immersion will vary with the bulk and solidity of the substance to be preserved, but that in all cases the substance should be dried immediately after immersion, and kept dry. The substance so treated continues in a condition suitable for human food for a considerable period of time. I find that the best mode of drying the substance is to expose it to a current of hot air. When I intend to preserve the substance by continued immersion in the liquor, I dilute the acid more than when I immerse it for a short period only, and then dry it. In the latter case I dilute the acid with an equal quantity of water; but when the substance is to be preserved by continued immersion, I find a weaker liquor more suitable, and I add two parts of water to one part of the acid.

When the liquor is composed of acid and mucilage, the substance intended to be preserved may either be dipped into that liquor and then dried, or that liquor may be applied to the substance with a brush, or other convenient instrument, so as to give a complete coating to the surfaces of the substance; and when the coating has dried it is advantageous to give another coating; and so on until all cracks, arising from the progress of desiccation, are filled up, and a complete coating is secured.

For the above purpose I mix the acid and mucilage in equal parts.

To prepare the substance preserved, in any of the modes abovementioned, for cooking, I steep it thoroughly in water, with a view to removing the acid which it has absorbed, as well as restoring the moisture where the substance has been dried.

I also find that if the preserved substance be dried and ground into a powder, it may be conveniently mixed with boiled potatoes, or wheaten flour or meal, and made into biscuits, which, if kept dry, will remain in a condition suitable for food. Any bones forming part of the preserved substance may with advantage be ground up along with the rest of the preserved matter.

For

Improvements in preserving substances for Food.

For preserving eggs I dip them in, or otherwise cover them with a coating of a mixture of sulphurous acid and mucilage in equal parts, as above described, and then cover that coating with flour, oatmeal, or powdered clay, before it dries.

I do not claim the discovery of the preservative quality of sulphurous acid, but I claim the application of that acid in a liquid form, as above described, for preserving animal substances in a condition suitable for food.

In witness whereof I, the said James Dewar, have hereunto set my hand and seal this twenty-eighth day of September, in the year of our Lord one thousand eight hundred and sixty-seven.

JAMES DEWAR. (L.S.)

This is the specification referred to in the annexed Letters of Registration, granted to James Dewar this nineteenth day of March, 1868.

BELMORE.

REPORT.

Sydney, 12 February, 1868.

SIR,

In compliance with your request we have examined Dr. James Dewar's specification of "Improvements in preserving substances for food," and we have now the honor to report as follows:—

Dr. Dewar claims the use of sulphurous acid, in solution. We find records of no fewer than six patents for preserving food in which the same substance is claimed, and one of these patents (that of McCall and Sloper) was secured in this Colony in 1865. It appears, however, that Dr. Dewar's method of procedure is not quite identical with the methods described in former patents, and therefore we do not oppose the issue of Letters of Registration in this case.

We have, &c.,

J. SMITH.
ISAAC AARON.

THE HONORABLE
THE COLONIAL SECRETARY.



A.D. 1868, 23rd March. No. 175.

IMPROVEMENTS IN TREATMENT OF FIBROUS MATERIALS, &c.

LETTERS OF REGISTRATION to John Watson Burton, for Improvements in the treatment of fibrous materials, and in means and apparatus to be used in such treatment, and in utilising waste products therefrom.

[Registered on the 24th day of March, A.D. 1868, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a Member of Her Majesty's Most Honorable Privy Council in Ireland, Governor and Commander-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS JOHN WATSON BURTON, of Leeds, in the County of York, in England, gentleman, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, "Of an invention intituled, improvements in the treatment of fibrous materials, and in means and apparatus to be used in such treatment, and in utilising waste products therefrom," which is more particularly described in the specification and paper of drawings which are hereunto annexed ; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four ; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention and improvement might be secured to him for a period of fourteen years : And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant,

Improvements in the treatment of Fibrous Materials, &c.

and do by these Letters of Registration grant, unto the said John Watson Burton, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said John Watson Burton, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said John Watson Burton shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this twenty-third day of March, in the year of our Lord one thousand eight hundred and sixty-eight.

(L.S.)

BELMORE.

SPECIFICATION of the invention of John Watson Burton, entitled "Improvements in the treatment of fibrous materials, and in means and apparatus to be used in such treatment, and in utilising waste products therefrom."

THE first part of my invention is the treatment of fibrous materials, requiring to be cleansed from objectionable, oily, greasy, fatty, gummy, and other like impurities, and from vegetable and other refuse, such as burrs, shove seeds, and other objectionable matter and impurities, so as to render such fibrous materials clean and better adapted for fabrication and other purposes. To effect this I use the means and apparatus hereinafter described, and my method of proceeding is thus: I take wool, mohair, alpaca, and the like fibrous materials containing "yolk" or natural fatty matter, oils, grease, dirt, and other impurities, and subject them to the action of the saponaceous compound hereinafter described, whereby the yolk or natural fats, oils, and grease are converted into a soap having a detergent or scouring property, whereby the wools are rendered clean and white, the fibres are expanded, and the burrs and other refuse are rendered loose and easy of removal, either in a dry or wet state, by means of the apparatus hereinafter described for drying and cleansing fibres, or by other suitable means. I also take silk and silk waste, flax and tow, cotton and cotton waste, and the like fibrous materials containing objectionable, gummy, resinous, and other impurities, and I dissolve, and thereby remove such impurities by treating the said materials in a cold, a hot, or a boiling solution of the compound above referred to. In treating flax I prefer to use the said compound during or after the ordinary steeping process, for the purpose of removing from the fibre fatty acids and other matters produced by fermentation during steeping, and in any of the processes before and after skutching, substituting my compound for ordinary soap in the treatment of flax and tow, as an improvement in such treatment; and in treating raw cotton I use my compound to effect improvements in the strength and quality of such fibres, and also to facilitate the removal of the seeds and other matters. By steeping the cotton in either hot or cold solutions of the compound, and by the apparatus hereinafter described for drying and cleansing fibres, I dry and cleanse the cotton from its seeds and other objectionable matters, or I saponify cotton previous to ginning, either by means of my compound or any other saponaceous matter which I find to increase the strength and quality of the fibres, and to render the seeds more easy of removal in the gin. In treating yarns, fibres, and other fibrous materials impregnated with oils, grease, and other matters requiring to be removed, I cleanse or scour them by steeping in hot or cold solutions of the compound, whereby I convert such oils or grease into a soap having a detergent action upon such fibrous materials. I make my compound or improved soap by combining or mixing alkali with oils or fats or mixtures of these, and in such proportions, say 60 to 70 per cent. alkali, 10 to 20 per cent. of fatty matters, and water to form the compound. I prefer to use tallow or cocoa-nut oil, or lard oil, in combination with either potash or soda, or a mixture of these, because these oils and fats absorb more water than other oils and fats, or I use a potash soap, combined with carbonated soda or a mixture of carbonated and caustic soda, as best calculated to form the "yolk" oils and grease into soap or saponified solutions having a detergent property. The yolk or natural fats of wool contains a yellow colouring matter, which imparts to all wools a yellow colour. The fatty acids in my improved soap combine with this colouring matter, and render it soluble and capable of removal by the alkali, so as to remove the natural yellowness of the wool and produce a pure and white fibre. The discolouring of the wool is due to the fatty acids in the said compound, which by their lubricity effect an easy washing away of the dissolved matters, but the removal of the dirt and impurities is due to the cleansing and dissolving powers of the alkali by mixing with much water. The alkali modifies the acid salts of the fatty acids, but at the same time the free alkali keeps the fibrous substances pliant, which would become rigid if they were cleansed with caustic alkali alone; therefore I prefer an excess of alkali in my compound to cleanse and remove the soluble impurities; and as potash exists largely in the composition of the yolk of wools, I sometimes use a carbonated soda with the potash, and combine them with oils and fats into a compound, and I use this carbonated soda chiefly to prevent the shrinking of the fibre, thereby facilitating the removal of the burrs and other refuse by maintaining an open fibre, and in forming the fatty matters and alkalies into a compound. I use as little water as possible, so that the compound when used shall require a large amount of water to dissolve it for use. Sometimes I add to the alkali a salt or salts like borax, having an alkaline reaction, and sometimes I use fixed alkalies or ammonia, or a salt of ammonia or urine, either hot or cold, for converting fatty matters, impregnating fibrous materials into soap; and when I use ammonia for such purpose, or for softening wollen rags intended to be pulled into fibres, either in a wet or dry state, I also use ammonia either with or without the compound for treating fibres recovered from mixed rags containing animal and vegetable fibres, after the vegetable fibres have been destroyed by acids, to preserve, cleanse, and soften such animal fibres, and adapt them for making what I call my "Leeds alpaca cloth," and these I treat either in a cold state, or under pressure of ammonia. In treating silk rags I adopt the same plan (both

for

Improvements in the treatment of Fibrous Materials, &c.

for mixed silk and cotton rags and all silk rags) that I have hereinbefore described for treating union and all wool rags, and such silk I use for making my "glove cloth," "velvet cloth," or "silk cloth," being a fabric having a silk face and a woollen back, and capable of being shrunken or milled. I also find that by saponifying animal and vegetable fibres in the process of spinning, I increase the strength and quality of the yarns, and such yarns by such treatment require less twist, and by passing the fibres, after leaving the carding machine, through saponifying troughs, I am able to spin direct from the carding machine. In working the process for the scouring of wools and the like fibres, I prefer to use a treble set of vats, arranged with a railway over all, for the purpose of moving the cradle from vat to vat, and a fall and block for hoisting them, worked by a small windlass attached to the framework for supporting the railway. In the first vat I remove the dirt by means of my compound, and after allowing the fibres to drip, I remove them into the second vat, containing a clear solution of the compound, which thoroughly saponifies and bleaches the fibres, and after dripping I again remove them into the third vat, which contains clean water only, which cleanses the fibres from the soap and renders them pure and white. After this process the fibres are passed through pressing rollers to remove the excess of water, and I then subject the fibres to the drying and cleansing action of the improved apparatus hereinafter described, by which I dry the fibres and get rid of the burrs and other refuse. Figures 1 and 2 represent longitudinal section and plan of my drying and willowing machine for drying and detaching and throwing out the burrs and other refuse. A is the framework upon which are mounted the three swifts B, C, and D, clothed with carding or teeth, and actuated by belting in the usual manner enclosed by casing E on the upper side, and furnished with grating F on the under side, such swifts being driven at varying speeds, the one B being the slowest, and D the fastest; belts from the driving shaft X being used as usual. The material is fed to swift B through an aperture G, provided in the casing, and is carried to the swift D, and returned by centrifugal force to the swift B, the operation being repeated as often as desired, and the burrs and other refuse thrown out through the grating F underneath the swifts. For the purpose of drying and cleansing fibrous materials, and for the purpose of removing burrs, shooe seeds, and other refuse which they contain, steam piping is fitted within the framework of the apparatus, and I sometimes place heated surfaces under one or more swifts instead of the grating, that the swifts may bring the fibres in direct contact with such heated surfaces, to facilitate their drying, and leaving sufficient space for the removal of burrs, shooe seeds, and other refuse, and for the better removal of moist air and dust, I sometimes use a fan fitted to the machine. My invention consists further in improvements in the means and apparatus to be used in fulling, milling, and finishing fibrous materials, and in the manner I will now describe:—Previously to milling fibrous materials, consisting of animal fibres only, or animal and vegetable fibres, I cleanse or scour the said materials by steeping them either in a hot or cold solution of my saponaceous compound, or I use for this purpose the waste liquor which remains after the process of scouring wools, hereinbefore described, and I prefer to pass the fibrous materials in a similar manner to the process, by using three vats or cisterns, but without the cradle and railway, by drawing the fabrics from vat to vat by means of pressing rollers, each vat being so fitted that the fabrics shall pass through the saponifying solutions, and the pressing rollers shall press out and return to its own vat the excess of solution or water the fabric may have absorbed in passing through each vat, but I sometimes use only one vat for the purpose of saponifying the fabric, by converting the grease impregnating it in the process of fabrication, into a soap by means of my said compound, or by using a fixed alkali or alkalies, or by means of ammonia or a salt of ammonia, thereby avoiding the usual scouring process, and producing sufficient soap to mill or nearly mill the fabric, thus rendering unnecessary the soap which is consumed in the milling process, as ordinarily conducted. After this process I then pass the fabric to be milled into my milling apparatus, which may consist of one, two, three, four, five, or six rollers, placed either in single, double, or triple pairs, and working horizontally, or in three rollers placed vertically; and such parts or surfaces of my milling apparatus, and other milling apparatus known as plain and flanged rollers, throat, spout, and knocking off board, I make of glass; or I make such parts of metal or other substances, and which I coat or enamel with substances analogous to glass and other vitreous substances, for preventing friction in milling, which does not happen when soapy fabrics pass over such surfaces. The absence of friction improves the milling of cloth, and is especially suited for milling what I term my "Leeds alpaca cloth" when made into pile fabrics and produced from alpaca waste, and also my velvet cloth, or silk cloth, consisting of a plain or pile surface with a woollen back, and also for milling other fabrics requiring the like treatment. These improvements in frictional surfaces are also applicable to surfaces of pressing rollers, rubbing surfaces, and linings of apparatus, utensils, and machines used in washing, scouring, and otherwise treating fibrous materials requiring the like treatment. My saponaceous compound I also use for milling fibrous materials, by supplying it to the fabric in the milling machine, whether it has or has not been previously saponified by my process hereinbefore described for scouring and saponifying fabrics and in this manner, viz.:—Over the milling rollers I place a cistern, fitted with a steam jacket, which contains my said compound in solution (or ordinary soap may be used if preferred), and by means of a pipe fitted with a cock I regulate the quantity of compound or soap to be supplied to the fabric during the process of milling, and the steam jacket answers the double purpose of keeping the soap heated and in a fluid state, as well as (by an injection pipe if preferred) the fabrics under operation. Sometimes I supply ammonia (dilute) to the fabrics during the process of milling, and regulate the quantity by means similar to those by which I regulate the supply of soap. In order to avoid injury to fabrics containing animal fibrous materials, by boiling in the process of finishing, such fabrics to obtain a face, I use ammonia in the following manner: I steep the fabrics in dilute ammonia until they become black, wet, and thoroughly impregnated with ammonia, and in this state I pass the fabrics over a brush to brush the fibres level and smooth on the face. I then wrap them round the usual boiling rollers, and boil the fabrics in the manner in which fabrics are usually boiled, to produce a face, or I place the fabrics (instead of boiling them in an open pan) in a suitable vessel, capable of bearing pressure, which, after the fabrics have been put in, I fill with cold water by means of a pump, and continue pumping until I obtain considerable pressure, the vessel being water and steam tight, and in this state I heat the compressed water, and by evolving the ammoniacal gas I obtain the necessary pressure to face the fabric. This apparatus I also use in a dry state, that is, without any water, and by heating the air in the apparatus I obtain the necessary pressure by expanding the ammonia. I use either the wet or dry process, as judgment may suggest, but when I obtain the pressure

by

Improvements in the treatment of Fibrous Materials, &c.

by superheated steam I always impregnate the fibre with ammonia, for the purpose of protecting the animal fibres from injury and to obtain other beneficial results. The seeds from burrs, cotton seeds, and other seeds and vegetable matters recovered from fibrous materials, and hitherto of little or no commercial value, I utilise by using *them* either *alone* or mixed with other substances for food for animals, and also in the case of seeds from burrs for making vegetable size, starch, and stiffening by the usual process for converting vegetable substances into size, starch, and stiffening. Cotton seeds I utilise by combining them with waste saponaceous compound, or with alkalies, or ordinary soap, after it has been used for scouring wools and other fibrous materials, and by this means I form a soap for soap purposes. The waste compound, being strongly alkaline, combines with the stearine of the oil contained in the cotton seed, and in this way forms a soap by boiling the seeds with the waste liquor, whilst at the same time the unsaponified oil or oleine of the seeds may be run off as a pure oil, which I collect, either by skimming off the surface of the boiling mixture, or run off into a separate cistern, and which oil I use for commercial and other useful purposes. Also, I utilise the waste solutions resulting from any of the above herein described processes or any other waste solutions resulting from the washing, scouring, or otherwise treating fibrous materials, by boiling down or evaporating such waste solutions to such a density as judgment may suggest, and then adding tallow, and further boiling until I form a semi-soap or a saponified mass, which I run into casks and allow to solidify for soap-making purposes, for exportation, or for such other commercial purposes as I may deem proper, and by this means I save and utilise the animal potash and other substances which the said waste solutions contain.

I will now state what I wish it to be understood that I claim as my invention under these Letters Patent, viz:—I claim *firstly*, the use of the compound or improved soap and ordinary soap in the manner and for the purposes herein described. *Secondly*, the use of ammonia, urine, and alkalies, for the purposes herein described. *Thirdly*, the use of the means and apparatus for the purposes and in the manner herein described. *Fourthly*, the fabrication of my “velvet cloth,” “silk cloth,” and “Leeds alpaca cloth,” by the means and apparatus and the materials herein described. *Fifthly*, the utilisation of the waste liquors and the treatment and utilisation of the seeds from burrs and cotton seeds, in the manner and for the purposes herein described. And *sixthly*, the saponifying of fibrous materials for spinning, by the means and in the manner herein described.

This is the specification referred to in the annexed Letters of Registration, granted to John Watson Burton this twenty-third day of March, 1868.

BELMORE.

REPORT.

Sydney, 12 February, 1868.

SIR,

In compliance with your request we have examined Mr. J. W. Burton's specification of “Improvements in the treatment of fibrous materials, and in means and apparatus to be used in such treatment, and in utilising waste products therefrom,” and we have now the honor to report that we see no objection to the issue of Letters of Registration as desired.

We have, &c.,

THE HONORABLE
THE COLONIAL SECRETARY.

J. SMITH.
ISAAC AARON.

[Drawings—one sheet.]

(COPY)

FIG. 1

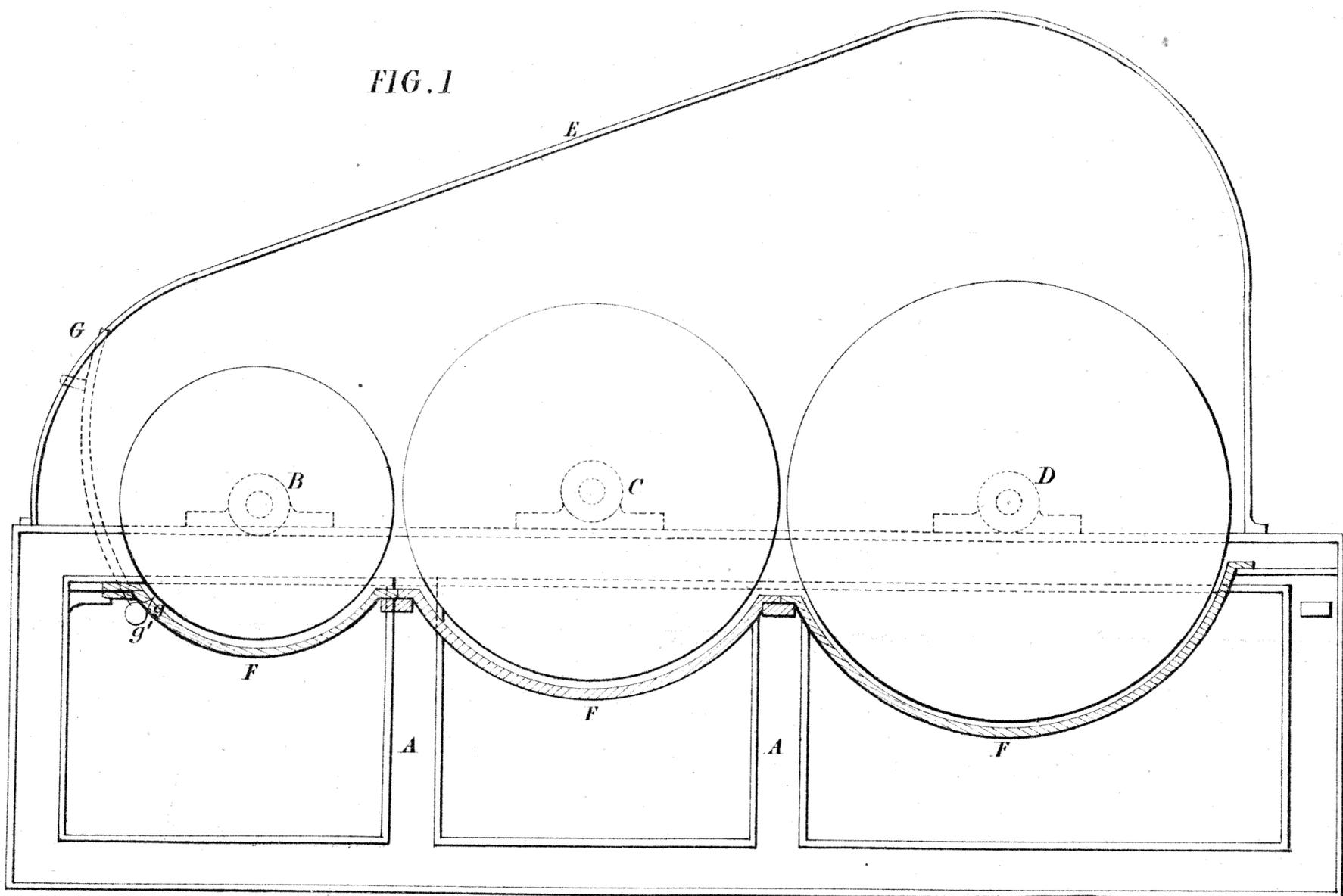
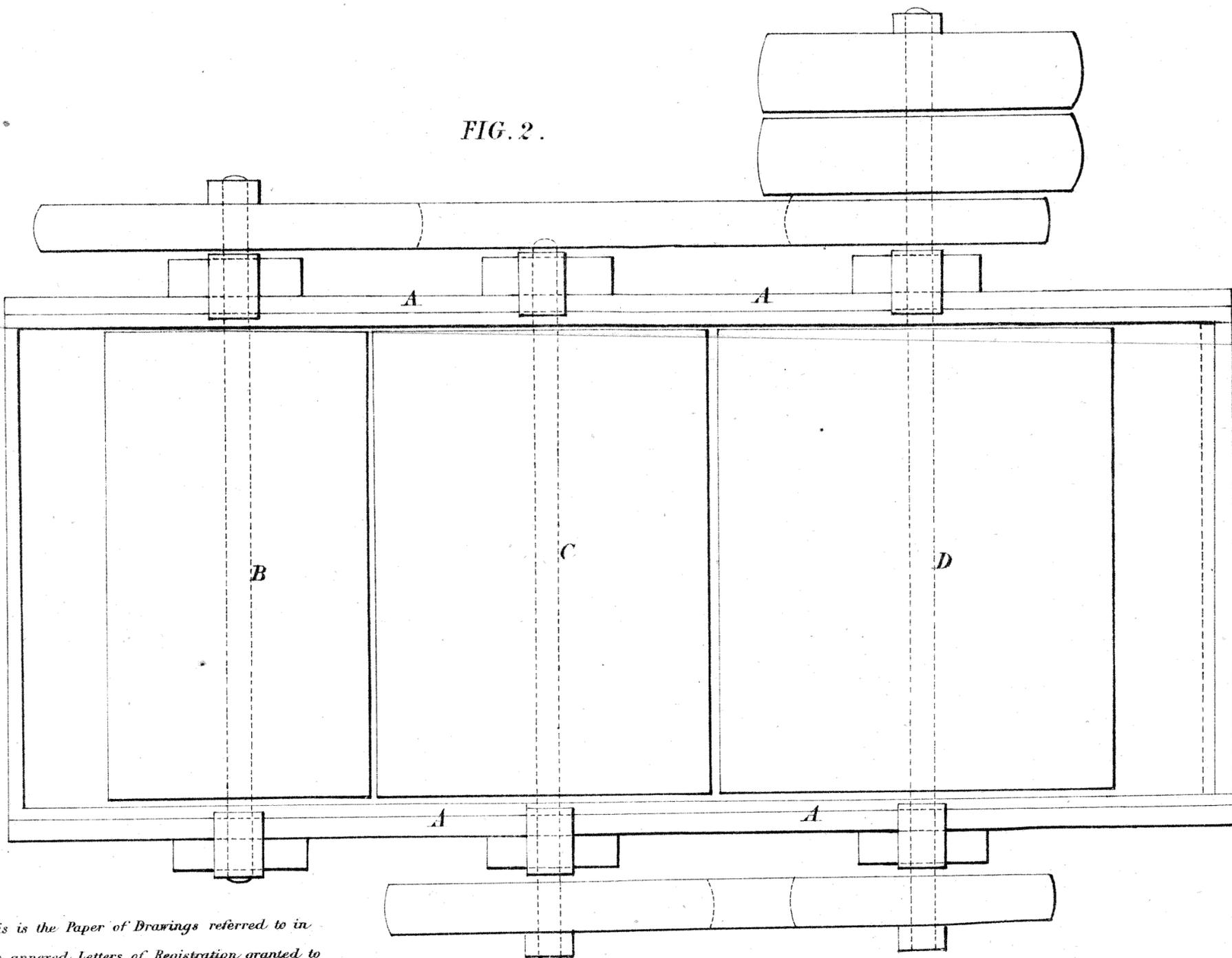


FIG. 2.



This is the Paper of Drawings referred to in the annexed Letters of Registration granted to John Watson Burton this twenty-third day of March 1868.

Signed Betmore



A.D. 1868, 23rd March. No. 176.

**IMPROVEMENTS IN THE CONSTRUCTION OF IRON SAFES AND CHAMBERS,
FOR OBTAINING SAFETY FROM FIRE AND BURGLARS.**

LETTERS OF REGISTRATION to George Fletcher and Peter Percival Fletcher,
Assignees of George Dyke, for Improvements in the construction of Iron Safes
and Chambers, for obtaining safety from Fire and Burglars.

[Registered on the 24th day of March, A.D. 1868, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a Member of
Her Majesty's Most Honorable Privy Council in Ireland, Governor and Commander-in-Chief of the
Colony of New South Wales, and Vice-Admiral of the saine.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS GEORGE FLETCHER and PETER PERCIVAL FLETCHER, both of the City of Sydney, in
the Colony of New South Wales, trading under the name, style, and firm of "Fletcher Brothers" Colonial
oven and stove manufacturers, have by their Petition humbly represented to me that they are the
Assignees of George Dyke, who is the author or designer of a certain invention or improvement in manu-
factures, that is to say, "Of an invention for improvements in the construction of iron safes and chambers,
for obtaining safety from fire and burglars," which is more particularly described in the specification and
paper of drawings which are herunto annexed; and that they, the said Petitioners, have deposited with
the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling,
for defraying the expense of granting these Letters of Registration, as required by the Act of Council,
sixteen Victoria, number twenty-four; and have humbly prayed that I would be pleased to grant Letters
of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement
might be secured to them for a period of fourteen years: And I, being willing to give encouragement to
all inventions and improvements in the arts or manufactures which may be for the public good, and having
received a report favourable to the prayer of the said Petition, from competent persons appointed by me
to examine and consider the matters stated therein, and to report thereon for my information, am pleased,
with the advice of the Executive Council, and in exercise of the power and authority given to me by the

Improvements in the construction of Iron Safes and Chambers, &c.

said Act of Council, to grant, and do by these Letters of Registration grant, unto the said George Fletcher and Peter Percival Fletcher, as such Assignees as aforesaid, their executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said George Fletcher and Peter Percival Fletcher, as such Assignees as aforesaid, their executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said George Fletcher and Peter Percival Fletcher shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this twenty-third day of March, in the year of our Lord one thousand eight hundred and sixty-eight.

(L.S.)

BELMORE.

SPECIFICATION.

My invention consists first, in filling the hollow walls of iron safes or chambers with a fire-proof composition, consisting of novel ingredients; and secondly, in certain mechanical arrangements for preventing their being forced open. The shape and size of the spaces provided for the reception of the ordinary fire-resisting compositions, whether in safes or chambers, remain without alteration by me. The invention, so far as regards its fire-resisting properties, consists in the novelty of the composition only; not in any peculiar application of it, and hence it can be applied to any safe or chamber having hollow walls for such purpose. In preparing my composition, I first dissolve four pounds of silicate of soda in about ten gallons of cold water, which solution I pour upon one bushel of lime, and then add ten pounds of American chalk, and six pounds of sea-sand (or saw-dust), and four pounds of alum, mixing them altogether until they become a homogeneous mass. When it is thus prepared I place it in the spaces prepared for its reception, and press it down (I prefer) by hand, so as to give it a consistency and solidity.

The second part of my invention consists of certain mechanical arrangements for fastening the doors of safes or chambers, which are illustrated by, and will be more perfectly understood on reference to the accompanying drawings, where the same letters indicate the same parts wherever they occur. Figure 1 represents an iron safe, with open door, from which the inner plate has been removed, in order to expose the mechanism of the fastenings. Figure 2 represents a door of a safe, only in like condition with the former one, in which the back bolts are made movable.

A represents a piece of sheet iron, to which the bolts B are attached; C is another piece of sheet iron connected to piece A, as shown, and in which there is a slot D for receiving a pin or projecting piece E, which is fastened to the front plate of the door; F is a lock, the bolt of which is received into a slot G, made for its reception, as shown. The piece A is connected by lever H to the centre pin I, to which power is applied by means of the handle on the outside of the door. J is a lever similar to H, and is for the purpose of imparting motion to the upper and lower bolts (marked respectively K and L) simultaneously with the front ones marked B. The method of connection is clearly shown, the rod M working on a centre N; B' are fixed bolts fitting into slots, made for their reception in the side of the safe when the door is shut; O are dovetails, welded and riveted to the outer plate, and fitting into sockets P in the door when it is closed.

Referring to figure 2, only B² are movable bolts, fixed to piece of sheet iron A' in a precisely similar manner to the front bolts; piece C' and lever H' are duplicates of the parts marked C and H respectively.

It will be seen at once, that by this arrangement the bolts on either three or four sides may be simultaneously acted upon from one centre at but a fractional part of the expense incurred by an ordinary wheel lock for this purpose.

With regard to the fire-proof composition, I would have it understood that the essential article used in its preparation is the silicate of soda, which might be varied in quantity, or in the manner of its use, without departing from the nature of my invention, whilst the other ingredients might be varied almost indefinitely without seriously affecting the utility of the composition, although I have described the quantity of silicate of soda, the manner of its use, and the ingredients to be mixed with it, which I prefer.

With regard to the mechanical arrangement it is evident that the precise size, form, and method of operating same might be altered or varied without departing from the nature of this part of the invention.

I claim,—

- 1st. The use of silicate of soda in any preparation or composition, for the purpose of resisting the action of heat.
- 2nd. The special use of silicate of soda, in combination with the materials, in the manner and proportions substantially as herein described and explained.
- 3rd. The method of actuating the bolts at top, bottom, and side of the door of any safe or other chamber, by means of the parts marked A, C, H, I, J, M, and N, substantially as herein described and illustrated in the drawings hereto attached.

4th.

Improvements in the construction of Iron Safes and Chambers, &c.

- 4th. The method of actuating the bolts at top, bottom, and both sides of the door of a safe or other chamber by means of the parts referred to in the previous claim, and by the duplicates of some of them marked A¹, B², C¹, and H¹ substantially as herein described and illustrated in the drawings hereto attached.
- 5th. The use of the dovetails and sockets, without reference to their number or precise position substantially as herein described and illustrated in the drawings hereto attached.

In witness whereof I, the said George Dyke, have hereto set my hand and seal this day of _____, one thousand eight hundred and sixty-eight.

This is the specification referred to in the annexed Letters of Registration, granted to George Fletcher and Peter Percival Fletcher this twenty-third day of March, 1868.

BELMORE.

REPORT.

Sydney, 20 February, 1868.

SIR,

In attention to your endorsement of 11th instant, respecting an application from Messrs. G. & P. P. Fletcher for Letters of Registration for improvements in the construction of iron safes, &c., we do ourselves the honor to report that we have examined the plan and specification, and are of opinion that the improvements referred to are of sufficient merit to justify us in recommending that Letters of Registration be granted as applied for.

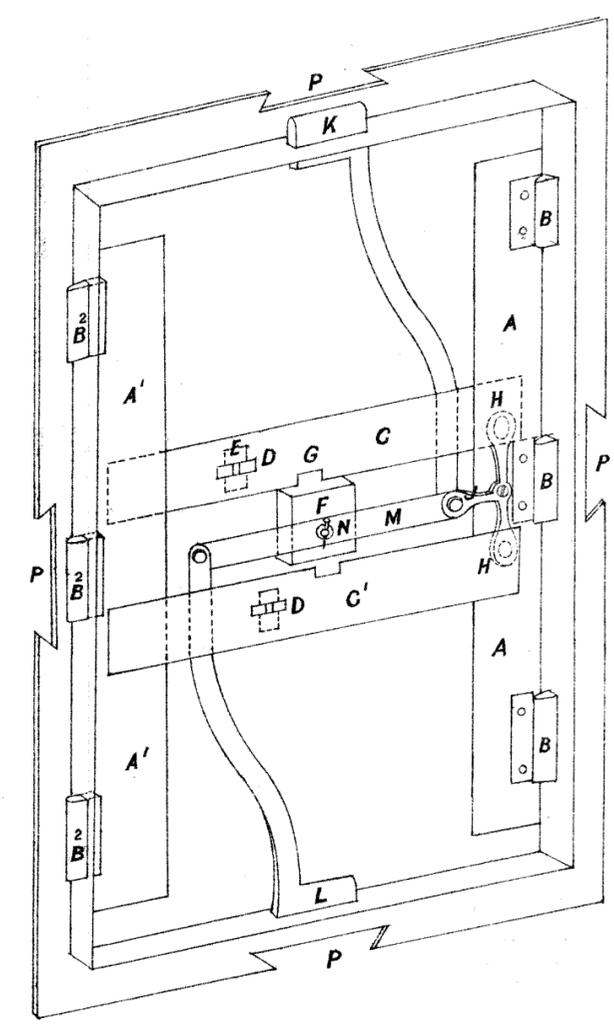
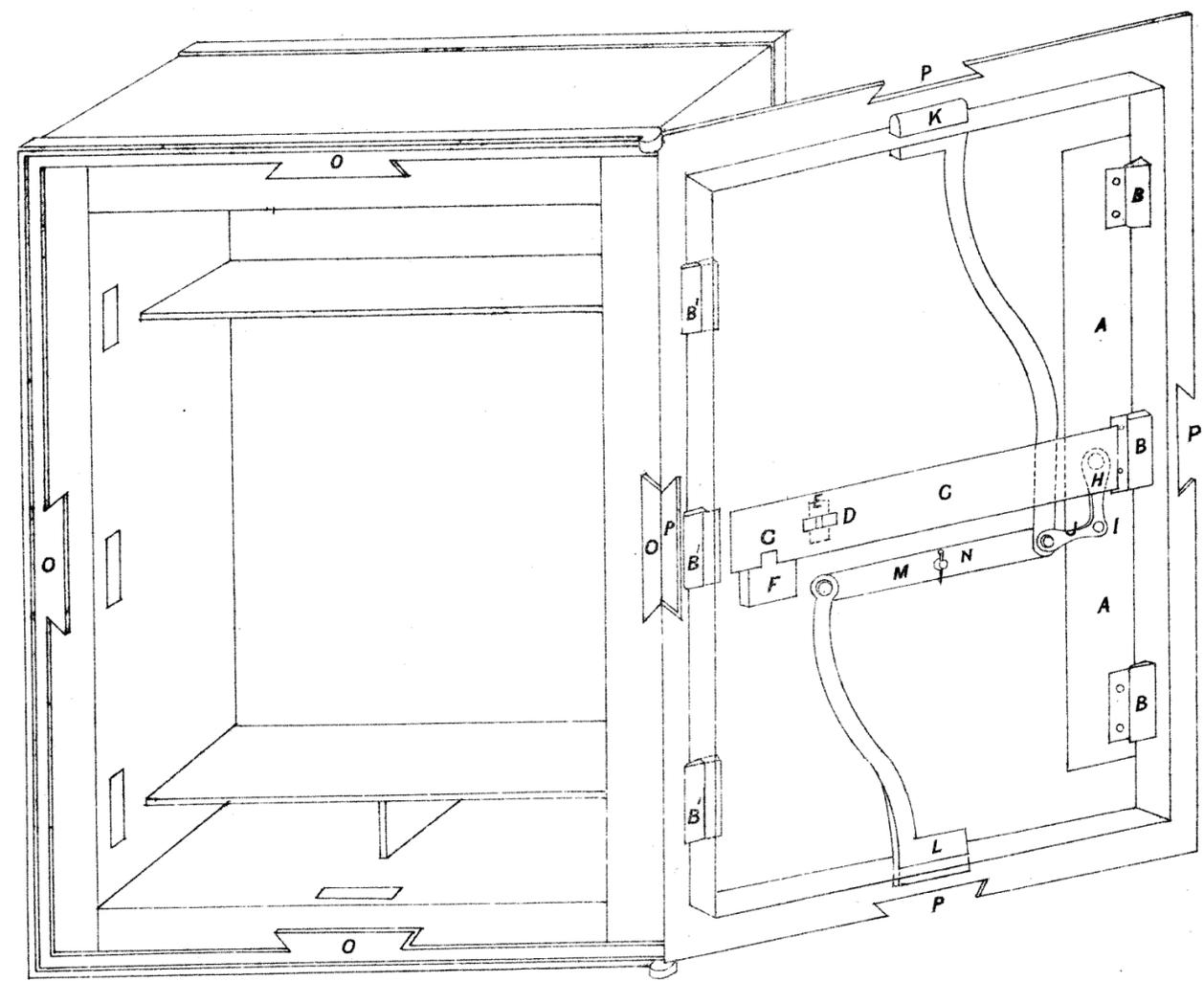
We have, &c.,

GOTHER K. MANN.
JAMES BARNET.

THE UNDER SECRETARY,
Colonial Secretary's Office.

[Drawings—one sheet.]

(COPY)



*This is the Paper of Drawings referred to in
 the annexed Letters of Registration granted to
 George Fletcher & Peter Percival Fletcher this twen-
 ty third day of March 1868. 5th Belmont.*



A.D. 1868, 24th June. No. 177.

IMPROVEMENTS IN CUTTING AND DRESSING MILL-STONES.

LETTERS OF REGISTRATION to Samuel Golay, for Improvements in cutting and dressing Mill-stones, &c.

[Registered on the twenty-fifth day of June, A.D. 1868, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a Member of Her Majesty's Most Honorable Privy Council in Ireland, Governor and Commander-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting:—

WHEREAS SAMUEL GOLAY, of Paris, in the Empire of France, miller and machinist, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, "Of an invention for improvements in cutting and dressing mill-stones, and in apparatus to be employed for such purpose," which is more particularly described in the specification marked A, and the drawings marked B and C respectively, which are hereunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said Samuel Golay, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said Samuel Golay, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen

Improvements in cutting and dressing Mill-stones.

years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Samuel Golay shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this twenty-fourth day of June, in the year of our Lord one thousand eight hundred and sixty-eight.

(L.S.)

BELMORE.

(A.)

TO ALL TO WHOM THESE PRESENTS SHALL COME, I, SAMUEL GOLAY, of Paris, in the Empire of France, miller and machinist, send, greeting:

WHEREAS I am desirous of obtaining Letters of Registration, securing unto me Her Majesty's special license that I, my executors, administrators, and assigns, and such others as I or they should at any time agree with, and no others, should and lawfully might, from time to time, and at all times during the term of fourteen years next and immediately after the date of the said Letters of Registration, make, use, exercise, and vend, within the Colony of New South Wales, an invention for "Improvements in cutting and dressing mill-stones, and in apparatus to be employed for such purpose": And whereas, in order to obtain such Letters of Registration, I must, by an instrument in writing under my hand and seal, particularly describe the nature of the said invention, and in what manner the same is to be performed: Now know ye, that the nature of the said invention, and the manner in which the same is to be performed, is particularly described and ascertained in and by the following statement in writing, and on reference to the accompanying drawings (that is to say):—

Many trials have heretofore been made to substitute mechanical processes for the difficult hand-work of dressing mill-stones. Notwithstanding pretended success, however, millers are still compelled to employ hand-labour for this purpose, no machine having as yet really effected the desired object. The great error committed has been that the hand tool or hammer has been retained, and the required motion attempted to be imparted to it by mechanical means.

I have succeeded completely in discarding altogether this order of ideas, and producing work entirely mechanical, whilst the processes hitherto known have always retained in a certain measure the employment of manual dexterity, so that according to this system an inexperienced workman makes much better and more rapid work than the most expert dresser working in the old manner. It is well known that for several years the employment, as a tool, of hard stone, and especially of the diamond, has been adopted in various trades. Different applications have been made of these stones in working stones less hard, such as granite and others, and it is by a new application of this principle that I have arrived at the solution of the difficult problem of cutting and dressing mill-stones.

My invention comprises two essential points—firstly, the application of hard stones, and especially of the diamond, to cutting and dressing the mill-stones, this diamond acting so as to split off or chip the stone (exactly as the hammer does) by attacking it with blows succeeding each other with a great rapidity; the said blows may be produced by either a rotary or rectilinear motion, but the tool or diamond carrier, which has been found to work best in practice, acts by rotation; and in giving to this rotation a certain rapidity, a true chipping motion or succession of shocks is produced, which attacks the stone, and by causing it to chip or fly off in minute fragments produces the desired work.

Secondly, an entirely new machine, by the aid of which the diamond is caused to work, and which will be understood from the following description; and in order that the same may be distinctly understood, I have annexed hereunto two sheets of drawings, illustrative thereof, and have marked the same with figures and letters of reference corresponding with those in the following explanation thereof, that is to say:—

Figure 1, sheet 1, of the annexed drawings, is an elevation (shown partly in section) of the improved apparatus, drawn about one-third the actual size, and figure 2 is a plan view of the same as seen from above.

A represents the mill-stone to be dressed, and upon which the machine is mounted, the red lines indicating the radial grooves of the stone.

The machine comprises a frame B, consisting of a central socket, from which radiate the three arms *b*, furnished with screws *c*, which serve for levelling the apparatus; this socket is placed on the end of the mill-stone axle C, so as to centre the machine by means of set screws *d*, when the fixed or bed stone is to be dressed, but if the running stone is to be operated upon then the centering is effected by means of a plug of wood, which is fixed in the socket, and the end of which passes into the eye of the stone. The levelling screws *c* do not bear directly upon the surface of the mill-stone but upon small plates *e* of cast iron, which rest upon the latter. On the framing is mounted a support D, capable of turning on a fixed bolt *f*, and of being secured in any desired position by means of another bolt *g*, which is capable of being moved in the curved slot E; in the framing to the support D, a dove-tailed slide F is connected by two screws or bolts *h*, and it is upon this slide that the tool carriage G moves; the slide F, which generally maintains the horizontal position shown in figure 1, may, however, be slightly inclined, when it is required to dress the central hollow part of the stone where the corn enters; this is effected by slightly elongating one of the holes through which the bolts *h* pass. The carriage G can move on the slide F, from the centre to the circumference, and *vice versa*, and moreover it carries a slide H, capable of moving in a direction transverse to that of the principal carriage; this slide H carries below it the tool-carrier I, which is mounted upon points or pivots K, and may be fixed in any required position by means of the pressure screws *j*. In this tool-carrier the axle J of the tool K turns upon the points or ends of the screws *i*; the tool-carrier is also provided with two other pointed screws *i'*, upon which the tool is mounted when it is required to work near the centre. The tool K consists of a disc (hereinafter more particularly described) furnished on its circumference with a tooth of diamond or other hard stone either in the rough or cut, and caused to rotate rapidly by means of an endless cord or band L. In the top of the socket B of the framing, a small column

L

Improvements in cutting and dressing Mill-stones.

I is screwed, the upper part of which forms a kind of footstep, in which the pointed end of a shaft M turns; the latter receives its movement from any convenient shafting or motive power by means of a cord or band passing round the pulley *m*; its other pulley *n* gives motion to the cord or band *l*, which causes the tool to rotate. The column L carries a bracket or gallows N, which may be fixed at the desired height and position by means of a set screw. This bracket is furnished with a fixed stud *o*, on which a lever O freely oscillates; the latter carries at one of its extremities the tension pulleys P, which guide the cord *l*, and at the other end a counterpoise *p*, which tends constantly to raise the pulleys P, consequently the latter preserve the tension of the cord *l* during all the movements of the carriage G; a to and fro motion is given by hand to the carriage G by means of the bell crank lever Q, which turns on a fixed centre at *q*, the lower arm of this lever being connected to the carriage by a link R. The lateral setting of the slide H, and consequently of the tool K, is effected by means of a screw *r* and a ratchet motion S. To counteract the ill effects of deflection, which the weight of the carriage might produce upon the slide F, a supplementary foot T is fixed to that side of the latter, opposite the carriage, this foot being curved so as to allow of the free passage of the carriage from end to end of the slide; the foot T is provided with a screw *c*¹ and a plate *e*¹.

The operation of the machine is as follows:—The apparatus being placed upon the stone is levelled by means of the screws *c* and *c*¹, regulating the height in such a manner that the diamond tooth of the tool will be at about the height desired. The adjustment of the height of the latter is completed by the screws *j*. The machine is centered by means of the set screws which press against the mill-stone axle, or the wooden plug which is placed in the socket B. The machine is so placed that the slide F is parallel with the groove to be dressed; the shaft M is then put in motion, giving movement to the cord *l*, and consequently to the tool; then by the aid of the lever Q movement is given to the carriage G, which thus moves along the slide F; during this movement the diamond tooth of the tool K, which turns with great rapidity, attacks the surface of the mill-stone, and forms a radiating furrow therein. The carriage is then drawn back by the ratchet movement S, the slide H is moved laterally, carrying the tool with it, and a second furrow commenced. This operation is repeated across the groove of the stone to the end of the traverse of the slide H, after which for the following grooves of the same division or group the machine is slightly turned, and the parallelism of the slide with the groove is effected by turning the support D round its bolt *f*, which is then fixed in position by means of the bolt *g*; the carriage is then set in motion again. The position of the machine must be changed for each division or group of the furrows. As there are some mill-stones furrowed to the right and some to the left, the machine is so arranged that the slide F may be fixed on either side of the lug of the support D to which the bolts *h* attach it. The position of the carriage and its movement may thus be reversed for left-hand grooves. It will be observed that the pivoting of the support D round its bolt *f* is not theoretically indispensable, but if this facility were not afforded a much longer movement of the slide H would be required to reach the three furrows of the division, and consequently there would be a greater danger of its getting out of truth.

It may also be stated that the particular arrangement of the apparatus, which is shown in the drawing, is that which I consider the most practical, but this arrangement may be varied without departing from the principles of the invention. The diamond also, instead of acting by rotation, might operate on the mill-stone by means of a rectilinear or a vibrating motion. The diamond or other hard stone may be mounted in a great variety of ways. The arrangement represented at figures 3 and 4, sheet 1, is that which I consider best to unite the conditions of simplicity and solidity; it consists of two discs or washers, capable of being screwed together on an axle between the shoulder *t* on the latter, and the screw-nut *u*. In the interior faces of these discs, and near to their circumference, are formed small recesses *v*, of different sizes (see figure 4). These recesses are opposite to each other in the two discs, and when the latter are brought together form hollow cells, having a small opening at the circumference of the disc; a piece of diamond or hard stone is fitted into one of these cells so that a point or angle projects through the hole in the circumference, and the two discs are then screwed together by means of the nut *u*, so as to hold the diamond perfectly firm, and the tool is completed.

A modification of the tool-carriage is shown, drawn full size, on sheet 2 of the drawings. Figure 1 on this sheet is a longitudinal section of the carriage taken through the line 1, 2, on the plan. Figure 2 is a corresponding plan view as seen from above. Figure 3 is an elevation of the side on which the ratchet motion is situated. G is the carriage which moves on the slide F (described above with reference to sheet 1); it is connected to the slide H by the intermediate piece A, the lower part of which is inclined at a suitable angle, as seen in figure 1. The carriage is fixed to the piece A by bolts *g*, which pass through the groove *a*, and allow the latter to be advanced or drawn back more or less with regard to the former. Under the piece A is fixed the brass nut *r*¹, in which the square-threaded screw *r* works, and is turned by means of the ratchet motion, composed of the wheel S, and the click *s*, fixed on the movable lever, which terminates in the handle *m*. The range of the lever, and consequently rotary movement of the screw *v* and the stop *b*, which is fixed at a suitable distance in the slide *e* of the section E.

From this arrangement it results that by turning the screw *r* in one direction or the other the tool K is moved transversely, following the inclination of the intermediate piece A, and thus following the inclined plane presented by the surface of each groove or ray of the mill-stone to be dressed. The tool K is constructed as previously described, and is mounted on the axle *j*, the points of which turn in the screws *i* and *h*, or in the screws *i*¹ and *h*¹, when working very near the centre or eye of the stone.

The screws *i*, *i*¹, *h*, *h*¹, are fixed to the frame C, which oscillates on the screws *e* as pivots, so that the working level of the tool can be regulated exactly by the vertical screws *d*. The axle *j* is driven by the endless band as above described with reference to sheet 1, and below the screws *i* and *h* are small plates *n*, intended to receive any oil which might fall when the points of the axle *j* are being greased.

Having now described the nature and object of my said invention for improvements in cutting and dressing mill-stones and in apparatus to be employed for such purpose, together with the manner in which the same is to be or may be performed, or carried into practical effect, I would remark, in conclusion, that I claim as my invention:—

Firstly, cutting and dressing mill-stones by means of hard stones (particularly the diamond) acting in the manner hereinbefore described;

And

Improvements in cutting and dressing Mill-stones.

And secondly, the construction of the apparatus for working and moving the tool for such purpose, as shown in the drawings and above described, or any mere imitation or modification thereof operating in substantially the same or a similar manner so as to produce the same results.

In witness whereof I, the said Samuel Golay, have hereunto set my hand and seal, this fourteenth day of March, in the year of our Lord one thousand eight hundred and sixty-eight.

SAMUEL GOLAY. (L.S.)

Signed and sealed in the presence of,—

F. JACOBSEN, merchant, Leith.

M. REICHENBACH, merchant, à Paris.

This is the specification referred to in the annexed Letters of Registration, granted to Samuel Golay this twenty-fourth day of June, 1868.

BELMORE.

REPORT.

Sydney, 26 May, 1868.

SIR,

Adverting to your blank cover communication of the 21st instant, transmitting plan and specification of machine for dressing mill-stones, we do ourselves the honor to recommend that Letters of Registration be granted to Mr. S. Golay, in terms of his application.

We have, &c.,

THE PRINCIPAL
UNDER SECRETARY.

GOTHER K. MANN.
JAMES BARNET.

[Drawings—two sheets.]

(COPY)

B

FIG. 1.

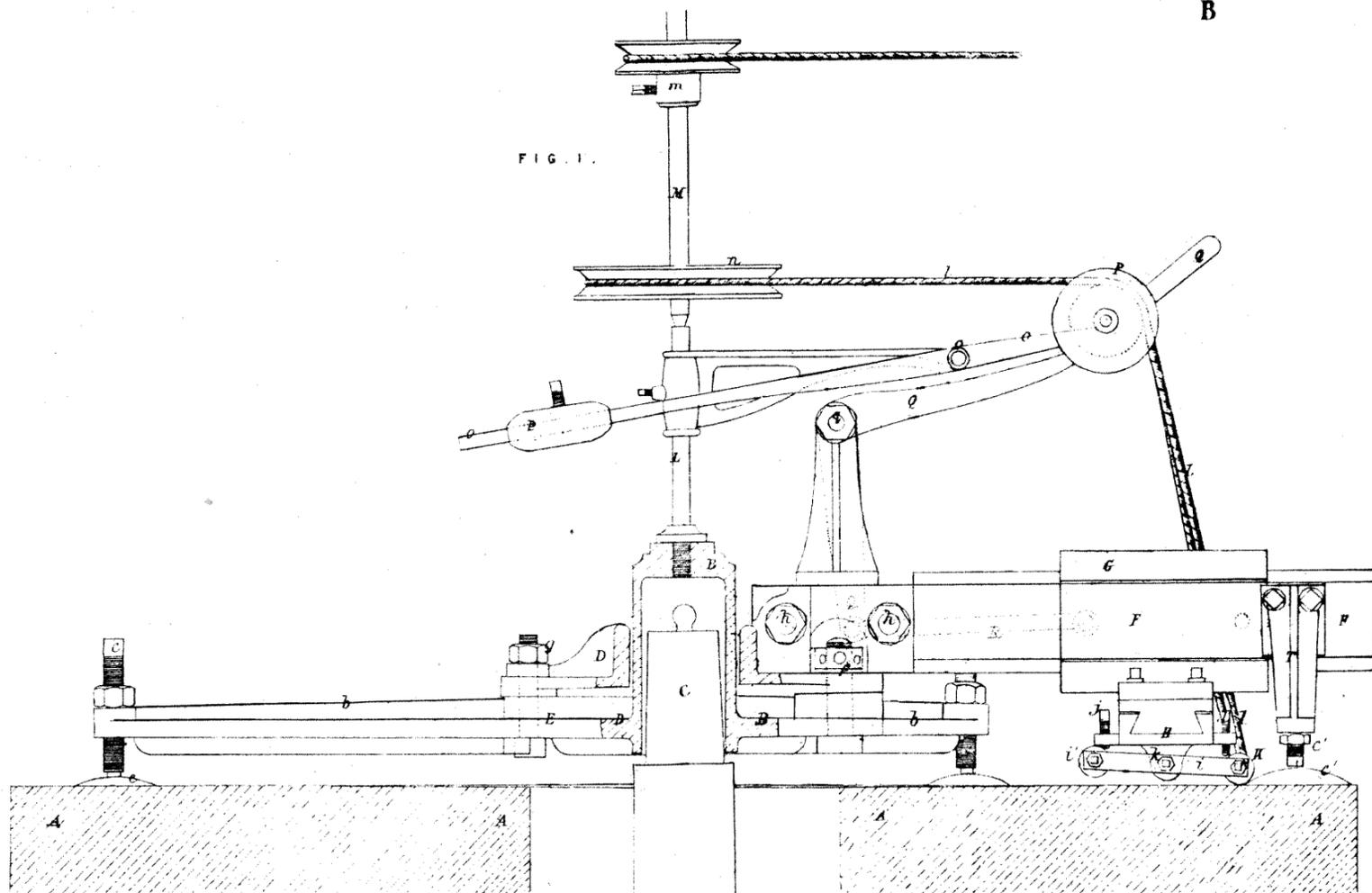
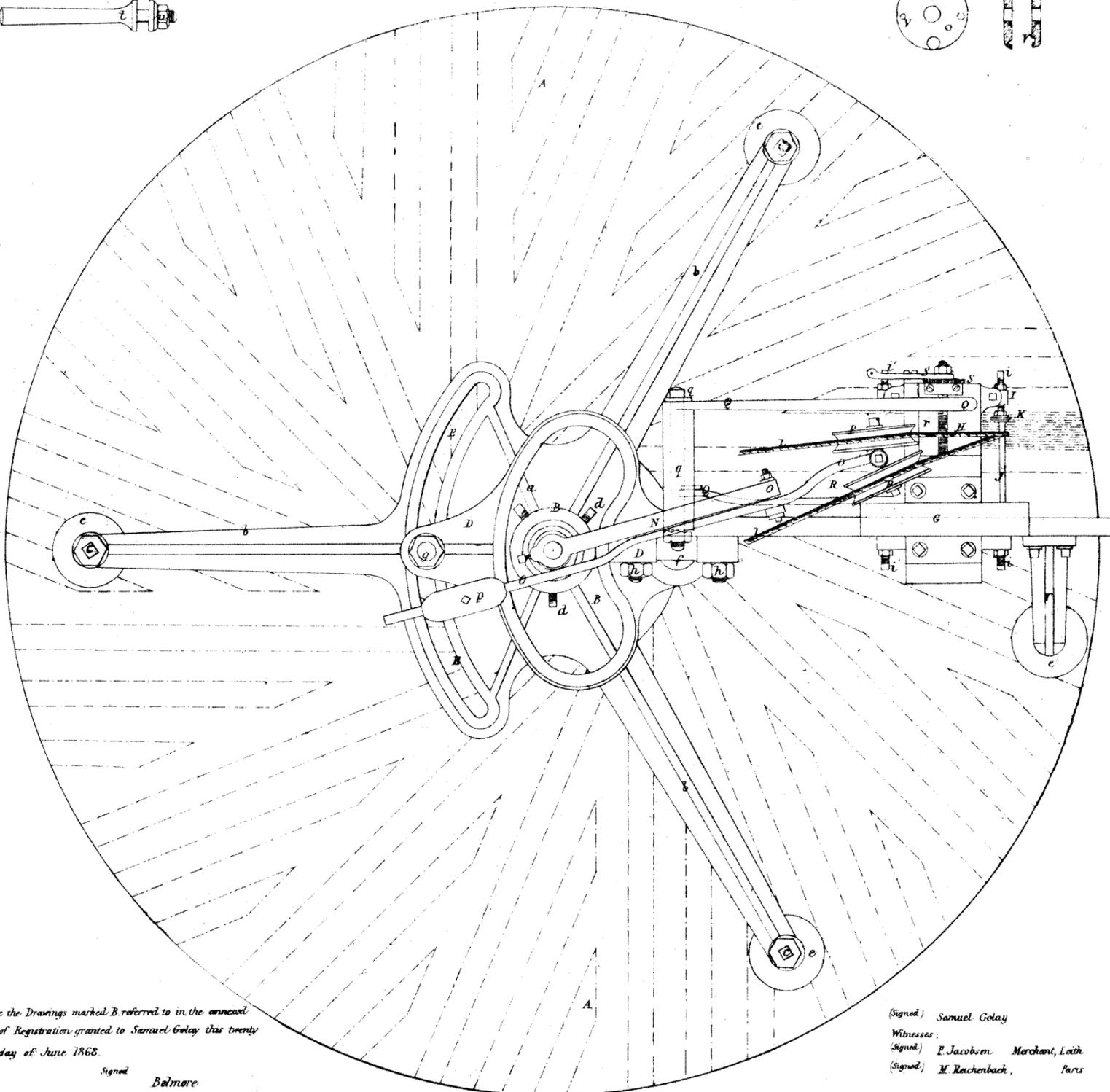
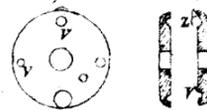


FIG. 3.



FIG. 2.

FIG. 4.



These are the Drawings marked B referred to in the annexed
 Letters of Registration granted to Samuel Golay this twenty
 fourth day of June 1868.

Signed
 Balmore

(Signed) Samuel Golay
 Witnesses:
 (Signed) F. Jacobson Merchant, Lath.
 (Signed) M. Rachenbach, Paris



A.D. 1868, 24th June. No. 178.

AN INVENTION OF AN ELASTIC-TOP HORSE-COLLAR.

LETTERS OF REGISTRATION to Henry Charles Brookes, for an Invention of an Elastic-top Horse-collar.

[Registered on the 25th day of June, A.D. 1868, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a Member of Her Majesty's Most Honorable Privy Council in Ireland, Governor and Commander-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting:

WHEREAS HENRY CHARLES BROOKES, of York-street, in the City of Sydney, in the Colony of New South Wales, saddlers' ironmonger, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, "Of an invention for an elastic-top horse-collar," which is more particularly described in the specification which is hereunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said Henry Charles Brookes, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said Henry Charles Brookes, his executors, administrators, and

An Invention of an Elastic-top Horse-collar.

assigns, the exclusive enjoyment and advantage thereof for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Henry Charles Brookes shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this twenty-fourth day of June, in the year of our Lord one thousand eight hundred and sixty-eight.

(L.S.)

BELMORE.

SPECIFICATION of an elastic-top Horse-collar.

THIS invention consists of an elastic coupling at the top of horse-collar, in lieu of the strap and buckle, or close top at present in use, so that the collar can be easily put over the horse's head in its proper position, and thus avoid the necessity of turning and consequent strain on the horse's neck. The coupling is elastic, and fastened on each side about six inches below the top of the collar so as to keep it in its proper place. The accompanying drawings will explain the invention.

This is the specification referred to in the annexed Letters of Registration, granted to Henry Charles Brookes this twenty-fourth day of June, 1868.

BELMORE.

REPORT.

Sydney, 4 June, 1868.

SIR,

In compliance with your request we have examined Mr. Henry Charles Brookes' specification and pattern of an elastic-top horse-collar, and beg now to report, that the invention appears to possess sufficient novelty and usefulness to warrant the issue of Letters Patent; and that we recommend accordingly.

We have, &c.,

THE HONORABLE
THE COLONIAL SECRETARY.

JNO. McLERIE.
HENRY HALLORAN.

[Drawings—one sheet.]

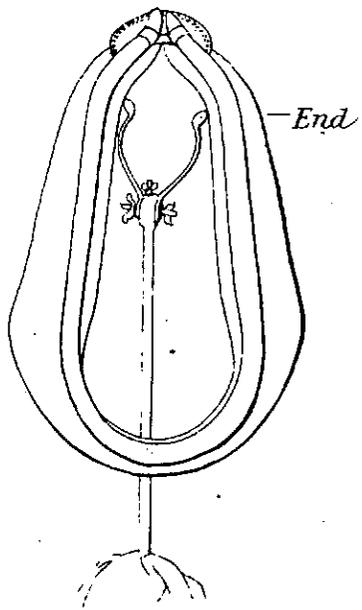
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[Assignment of No. 153. See page 73 of this Return.]

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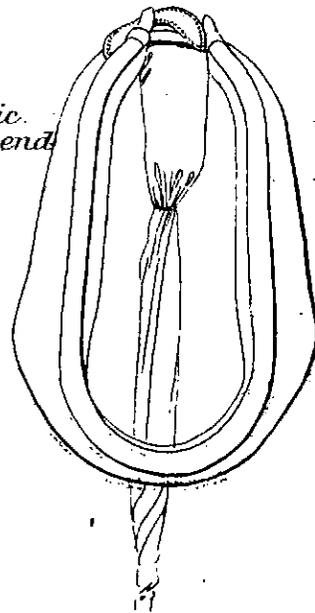
Collar as closed



x

Collar as open.

Elastic end





A.D. 1868, 24th August. No. 180.

AN IMPROVED APPARATUS FOR PRODUCING ARTIFICIAL COLD.

LETTERS OF REGISTRATION to Jehoshaphat Davy Postle and Andrew James Livingstone Learmonth, for an improved Apparatus for producing Artificial Cold.

[Registered on the 24th day of August, A.D. 1868, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a Member of Her Majesty's Most Honorable Privy Council in Ireland, Governor and Commander-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS JEHOSHAPHAT DAVY POSTLE and ANDREW JAMES LIVINGSTONE LEARMONTH, both of the City of Melbourne, in the Colony of Victoria, have by their Petition humbly represented to me that the said Jehoshaphat Davy Postle is the author or designer of a certain invention or improvement in manufactures, that is to say, "Of an invention, intituled, an improved apparatus for producing artificial cold," which is more particularly described in the specification marked A, and the two sheets of drawings marked B and C respectively, which are hereunto annexed ; and that the said Andrew James Livingstone Learmonth is the assignee of a full half share in the said invention, so far as regards the said Colony of New South Wales ; and that they, the said Petitioners, have deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteen Victoria, number twenty-four ; and have humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to them for a period of fourteen years : And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures, which may be for the public good, and having received a report favourable to the prayer of the said Petition from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said Jehoshaphat Davy Postle and Andrew James Livingstone Learmonth, their executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said Jehoshaphat Davy Postle and Andrew James Livingstone Learmonth, their executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended : Provided always, that

Apparatus for producing Artificial Cold.

if the said Jehoshaphat Davy Postle and Andrew James Livingstone Learmonth shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this twenty-fourth day of August, in the year of our Lord one thousand eight hundred and sixty-eight.

(L.S.)

BELMORE.

(A.)

AN improved apparatus for the production of artificial cold.

THIS invention consists of certain improvements in the construction and arrangement of that class of machinery which is designed for the purpose of producing cold by the reduced temperature resulting from the expansion of atmospheric air or gas.

Our apparatus consists of a pump for compressing the air, a cooler through which the compressed air is passed in order to be cooled, a reservoir for storing the compressed air, and an expansion cylinder, in which the compressed air expands and gives back a portion of the force used in effecting its compression, which portion of force is employed to assist in the compression of fresh air.

In the drawings hereto attached the same letters indicate the same parts wherever they occur. Sheet 1 shows plan and side elevation of our apparatus, and sheet 2 shows sectional and other views of those details needful to be thus shown; A is the pump, B the expansion cylinder. The cooler and receiver are not shown in the drawings.

The pump A consists of a double-action air-compressing pump, the novelty of which consists in its being constructed with a jacket, thus leaving an annular space *k* between such jacket and the outside of the pump. The covers are also constructed hollow, the spaces in which are marked *i*; through these spaces there flows constantly a current of cold water, supplied either by a pump worked by the same power that works the apparatus, or by any other available water supply; *j* are passages leading to inlet and outlet valves, which are marked *m*¹ and *m* respectively; *k* are lower flanges of box containing such valves (as shown); *l* are stuffing-boxes for piston-rods; *n* are pipes conveying compressed air to passage *o*, constructed in side of cylinder.

The expansion cylinder B also has a jacket similar to that on the pump, the annular space being marked *a*; *b* are ports, *c* is exhaust, *c*¹ opening in bed-plate for pipe communicating with exhaust in the bottom of the expansion cylinder, *d* entrance for compressed air to air chest *e*, *f* stuffing-box for valve spindle *f*¹, *g* stuffing-box for piston rods. Referring to the valve itself, *p* is a recess made in its face, *r* hole for valve spindle, *s* opening in valve to admit air to ports. There is a valve (opening inwards) at each end of the under part of this cylinder, although not shown in the drawings, for the purpose of admitting air from the external atmosphere (or air previously cooled) when the pressure within is exceeded by the pressure without. These valves are of great use when the machine is first started, by preventing unnecessary rarefaction in this cylinder.

The cooler consists of an ordinary copper worm immersed in water, and the reservoir may be made of iron and of any convenient shape and size, although it should be sufficiently large to enable several cylinders full of air to be stored in it. There may also be added, if necessary, a vessel containing lime or other substance having an affinity for water, through which the air may be made to pass.

It will be noticed that the valve on valve spindle *f*¹ is worked by bevil gearing CD from crank shaft E, as shown on sheet 1, and that it is entirely novel in its construction. It consists of a circular plate, part of which is recessed. There is an opening in the part not recessed, extending from the circumference to about half way to the centre, the size of which regulates the cut-off action of the valve. There is a valve face cast on the cylinder to receive it, of a raised circular form, having two openings or ports *b*, communicating with passages leading respectively to opposite ends of the cylinder. There is also an annular recess *c*, communicating with the exhaust passage, which passage is cast on the cylinder; and in the centre of the face there is a circular recess to receive the end of the valve spindle.

When the opening in the valve passes over the port in the cylinder, air is admitted, which, after expanding in the cylinder, passes out through the same port by which it entered, when the recessed part of the valve passes over the port and the annular recess in the face (cast on the cylinder) at the same time.

The principal parts of the apparatus are arranged as follows:—The pump and cylinder are placed side by side with the two piston-rods (which pass through both covers of each cylinder), and are connected by a cross head, the extremities of which can be constructed to work between parallel guide bars, or it can be arranged in the way shown in the drawing. This cross head is connected with the crank by an ordinary connecting rod. There are two fly-wheels. The valve on the cylinder receives its rotary motion from the crank shaft by bevelled gearing. A pulley is keyed on to the shaft, which enables the machine to be driven by a belt. The machine can be rendered more compact by a steam cylinder being placed on the same bed-plate; its piston-rod must be connected with a cross head keyed on the piston-rods, which pass through the back covers, the slide of the steam cylinder being the same as that of the expansion cylinder, motion being communicated to this valve by a bevelled wheel, working off the wheel on the spindle of the valve on the expansion cylinder. By this arrangement the motive power exerted by the steam is in a direct line with that of the pump and expansion cylinder. The action of the machine is this:—Air passes from the pump to the copper tubes in water, where it is finally cooled; thence to the reservoir of air; thence to the expansion cylinder, where it is cut off at a part of the stroke, and is then conveyed away to the worm or vessel containing the substance to be frozen or cooled. A fluid can be effectually cooled by permitting the
air

Apparatus for producing Artificial Cold.

air to escape from a pipe placed in it, the air in rising to the surface absorbing the heat from the fluid. Water can be frozen by placing it in metallic vessels, and partially immersing them in the fluid through which the air passes. In this case the fluid should be of a nature that congeals at a low temperature.

Having thus described the nature of our invention, and the manner of performing same, we would have it understood that we do not confine ourselves to the precise details herein set forth and illustrated in the drawings hereto attached, as it is evident that they might be altered or varied without departing from the nature of the said invention; but we claim,—

- 1st. The form and construction of the compressing pump.
- 2nd. The form and construction of the expansion cylinder.
- 3rd. The form and construction of the valves for admitting and regulating the supply of air to the expansion cylinder.
- 4th. The combination and arrangement of the parts of the apparatus herein set forth and described.

This is the specification marked A, referred to in the annexed Letters of Registration, granted to Jehoshaphat Davy Postle and Andrew James Livingstone Learmonth this twenty-fourth day of August, 1868.

BELMORE.

REPORT.

Sydney, 14 July, 1868.

SIR,

In compliance with your request we have examined the specification and drawings accompanying Messrs. J. D. Postle and A. J. L. Learmonth's application for Letters of Registration for an "Improved apparatus for producing artificial cold," and we have now the honor to report that we see no objection to such letters being granted.

THE HONORABLE
THE COLONIAL SECRETARY.

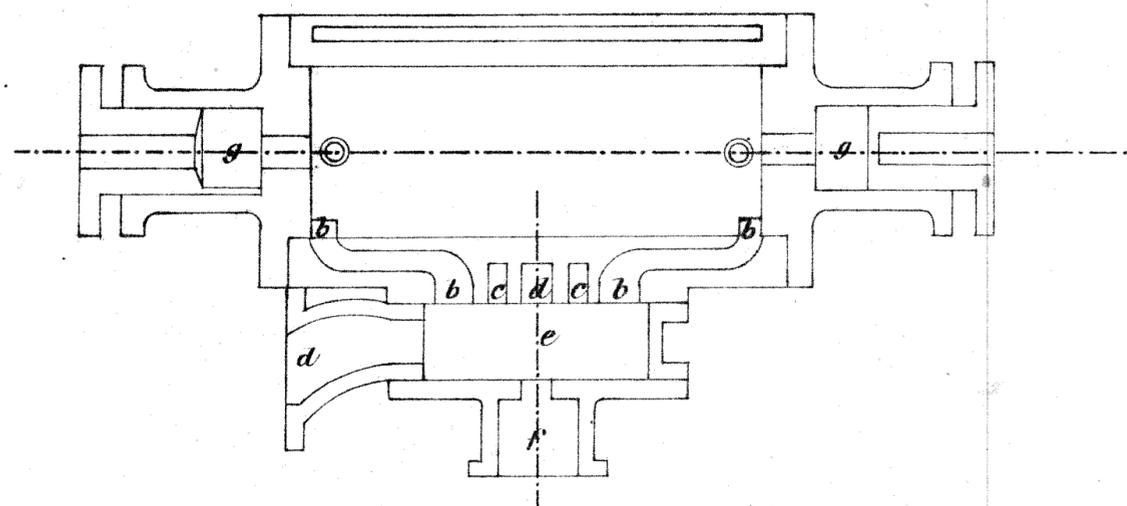
We have, &c.,
J. SMITH.
ISAAC AARON.

[Drawings—two sheets.]

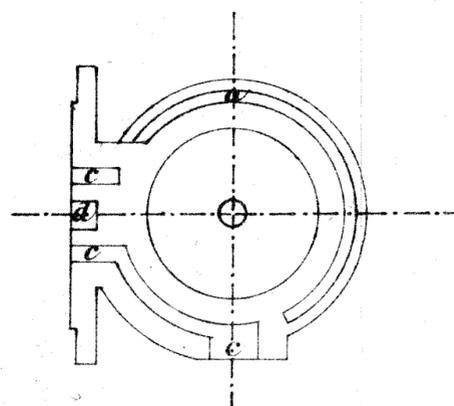
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Nº 180.
Sheet 2.

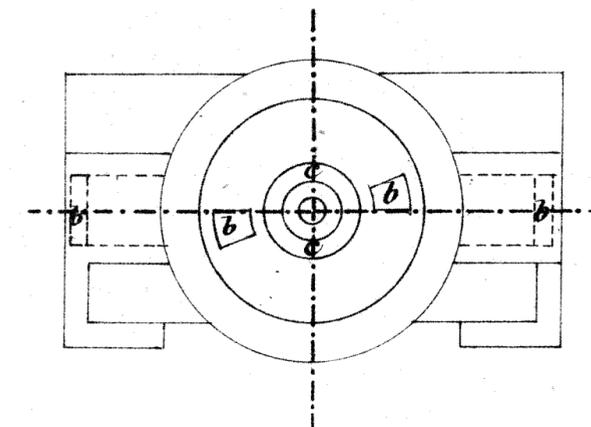
*Horizontal Longitudinal Section of Expansion
Cylinder.*



Transverse Section of Expansion Cylinder

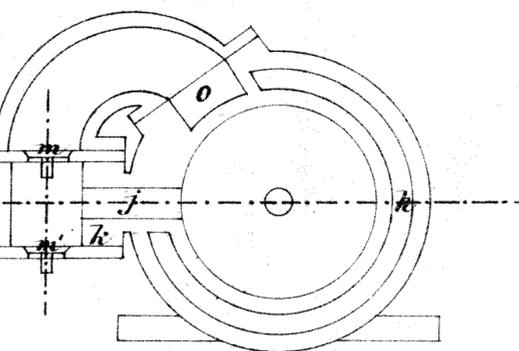
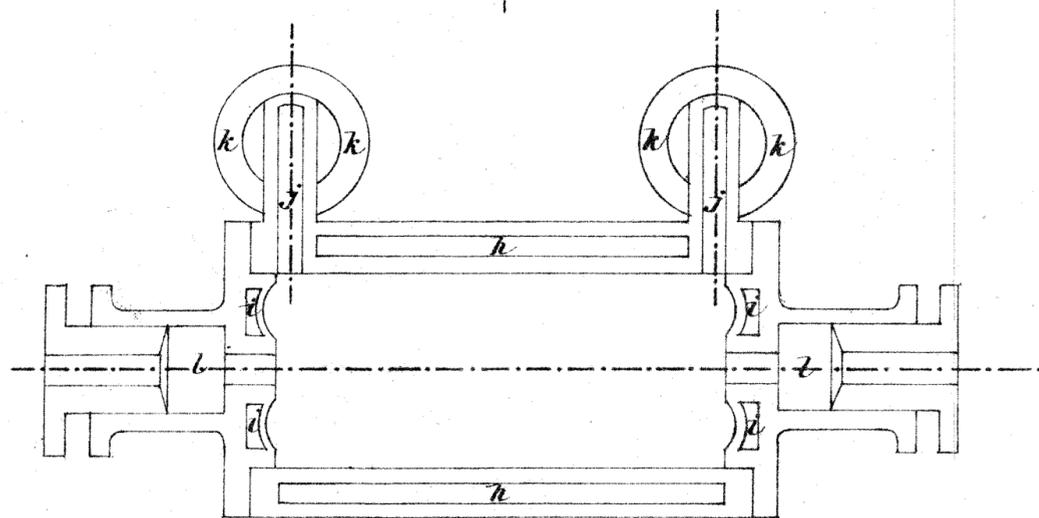


Valve face of Expansion Cylinder.



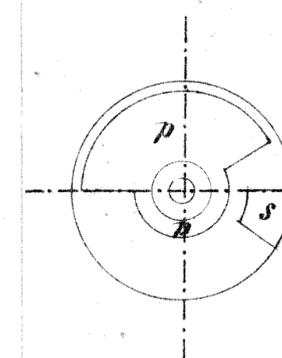
Scale Two Inches to One Foot

Horizontal Longitudinal Section of Pump.



Transverse Section of Pump

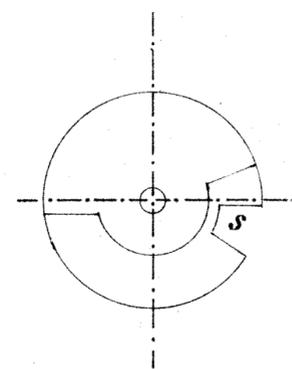
Face of Valve



Section



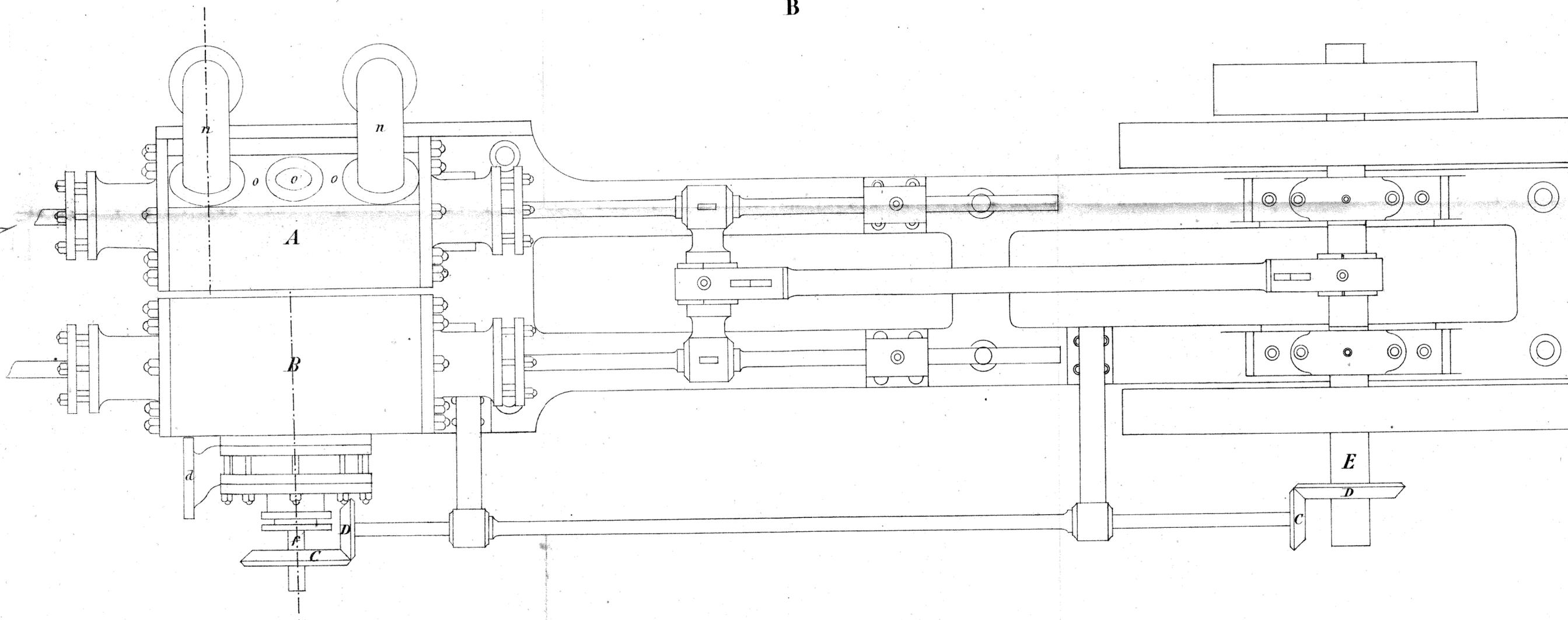
Backview of Valve



This is the Paper of Drawings marked C. referred to in the annexed Letters of Registration granted to Jehoshaphat Day Postle and Andrew James Livingstone Learmonth this twenty-fourth day of August 1868.

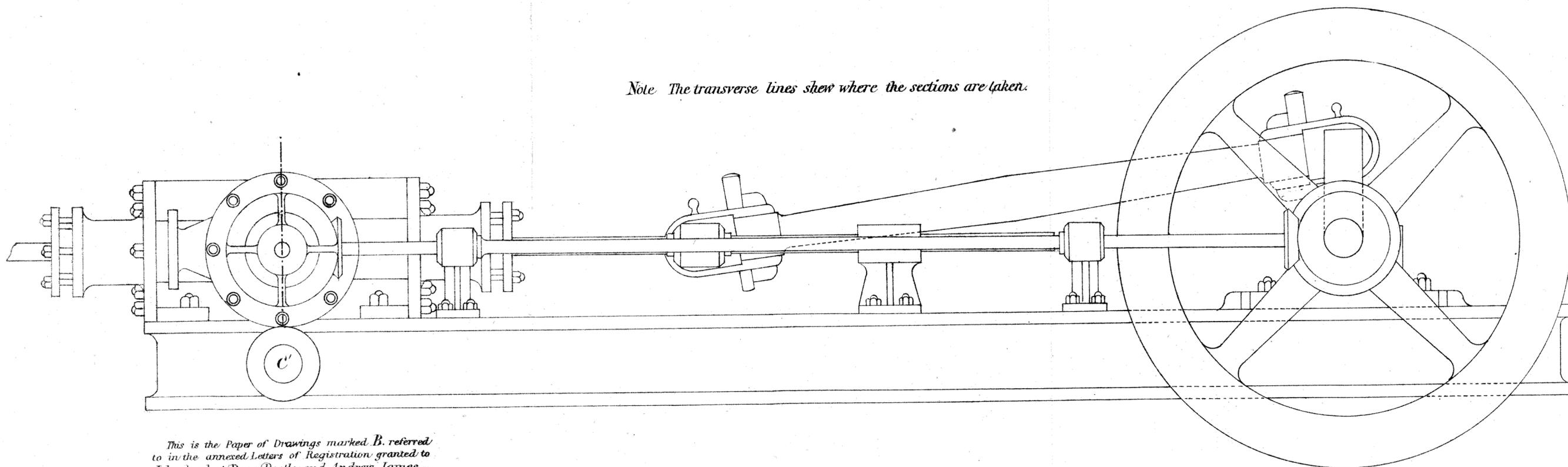
Belmore

(COPY)
B



Scale Two Inches to a Foot

Note The transverse lines shew where the sections are taken.



This is the Paper of Drawings marked B. referred
to in the annexed Letters of Registration granted to
Jehoshaphat Davy Postle and Andrew James—
Livingstone Learmonth this twenty fourth day of August
1868.
Belmore



A.D. 1868, 24th August. No. 181.

**REDUCTION OF TEMPERATURE OF AIR IN CONNECTION WITH
PRESERVATION OF FOOD, &c.**

LETTERS OF REGISTRATION to Thomas Sutcliffe Mort and Eugene Dominique Nicoll, for an improved method of and apparatus for obtaining reduction of temperature by the expansion of air or other permanent gases in special connection with the preservation of articles of Food, the manufacture of Ice, cooling of Rooms and Liquids.

[Registered on the 24th day of August, A.D. 1868, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a Member of Her Majesty's Most Honorable Privy Council in Ireland, Governor, and Commander-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting:

WHEREAS THOMAS SUTCLIFFE MORT and EUGENE DOMINIQUE NICOLL, both of Sydney, in the Colony of New South Wales, have by their Petition humbly represented to me that they are the authors or designers of a certain invention or improvement in manufactures, that is to say, "Of an invention for an improved method of and apparatus for obtaining reduction of temperature by the expansion of air or other permanent gases in special connection with the preservation of articles of food, the manufacture of ice, cooling of rooms and liquids," which is more particularly described in the specification marked A, and the four sheets of drawings marked B, C, D, and E, respectively, which are hereunto annexed; and that they, the said Petitioners, have deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and have humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to them for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in

Reduction of temperature in connection with preservation of Food, &c.

the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do, by these Letters of Registration grant, unto the said Thomas Sutcliffe Mort and Eugene Dominique Nicoll, their executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said Thomas Sutcliffe Mort and Eugene Dominique Nicoll, their executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Thomas Sutcliffe Mort and Eugene Dominique Nicoll shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this twenty-fourth day of August, in the year of our Lord one thousand eight hundred and sixty-eight.

(I.S.)

BELMORE.

(A.)

TO ALL TO WHOM THESE PRESENTS SHALL COME, we, THOMAS SUTCLIFFE MORT and EUGENE DOMINIQUE NICOLL, of Sydney, in the Colony of New South Wales, send greeting :

WHEREAS we are desirous of obtaining Letters Patent for securing unto us Her Majesty's special license, that we, our executors, administrators, and assigns, or such others as we or they should or may at any time agree with, and no others, should and lawfully might, from time to time, and at all times during the term of fourteen years, to be computed from the day on which this instrument shall be left at the office of the Colonial Secretary at Sydney, make, use, exercise, and vend, within the Colony of New South Wales, an invention for "An improved method of and apparatus for obtaining reduction of temperature by the expansion of air or other permanent gases, in special connection with the preservation of articles of food, the manufacture of ice, cooling of rooms and liquids": And in order to obtain the said Letters Patent, we must, by an instrument in writing under our hands and seals, particularly describe and ascertain the nature of the said invention, and in what manner the same is to be performed :

Now know ye, that we, the said Thomas Sutcliffe Mort and Eugene Dominique Nicoll, do hereby declare the nature of the said invention, and the manner performed, to be particularly described and ascertained in and by the following statement and description, reference being had to the drawings hereunto annexed, and to the letters and figures marked thereon, which indicate the parts there referred to, and here particularly explained (that is to say) :—

The apparatus we are about to describe is an improved mechanical combination for obtaining cold, by an application of the well-known natural law—that a reduction of the volume of any permanent gas and simultaneous removal of the sensible heat caused thereby results upon expansion, in a capacity for, or power of taking heat from, the bodies with which it comes in contact. This fact has been for years known and published to the world, and for the purpose of utilising it many Patents have been obtained, involving delicate machinery, working at great speed, difficult to keep in working order, and losing a large per-centage of the reduced temperature during its operation, which combined reasons have caused the subsequent abandonment of most of them.

Our new combination avoids these difficulties and can be worked by an ordinary engine-driver. No air-pump enters into the arrangement,—the compression of air or other gases being effected by means of the well-known hydraulic ram in large hydraulic cylinders. The regularity of speed in the machine is obtained by the variable expansion of steam in the steam cylinder meeting the actual demand of power required for the progressive compression of the gas in the upper part of the cylinders during each successive compression,—the removal of the heat during the compression of the gas being effected by the spirals in the hydraulic cylinders themselves, thus simplifying the process, and ensuring a perfect action. The machine uses the same gas and the same water continuously, and the gas is desiccated in its passage after compression.

The temperature exchanger saves a great amount of cold, as it retains the surplus of cold left in the gas after having refrigerated to the lowest degree required, and imparts this surplus cold to the compressed gas as it passes through it on its way to the vessel where it expands, which will hereafter be fully described. The pressure, and therefore the amount of reduction of temperature necessary, is easily regulated by increasing or decreasing the quantity of water in circulation, which is effected while the machine is working, and ascertained most accurately by the pressure indicator. The quantity of gas necessary to ensure the perfect working of the machine is also self-controlling and regulated after each successive expansion. The slide valves introduced here are of a peculiar construction, which renders their equilibrium perfect, and although the pressure against them is very considerable they work with great ease.

The application of refrigeration to the preservation of articles of food, the manufacture of ice, the cooling of liquids, or the lowering of the temperature of rooms, &c., by the expansion of permanent gases, is simple and effective. In the case of articles of food they are placed in a thin metallic cylinder (metal being a good conductor), encircled by a cylinder of wood (a bad conductor), the metallic and the wooden cylinders being separated by a spiral or spirals made of wood, of sufficient thickness to form the ribs of the two cylinders, great strength in which is ensured by bolting the two together through the wooden spirals.

The

Reduction of temperature in connection with preservation of Food, &c.

The gases are expanded in the space between the spirals, whereby the reduction of the temperature is accomplished, and after circulation are led back to the apparatus for recompression. The plan for the manufacture of ice is specially explained hereafter in its proper place, and to which reference is made. For the cooling of rooms, liquids, &c., a similar arrangement to that employed for preserving articles of food may be used, or they may be cooled by the expansion of the air by direct application, or in pipes or tubes passing around or through the vessels containing liquids, or the apartments requiring to be cooled. The circulation of gas employed is perfect, and the transmission of the reduced temperature very rapid. The articles of food, &c., to be acted upon, not being exposed to the action of the gas by contact, are not desiccated but only refrigerated by metallic transmission, which does not injure them in the slightest degree.

Having thus briefly described our apparatus and of what our improvements consist, on parts of which we shall hereafter base our special claims, we shall now proceed to describe, with the assistance of the accompanying plans and figures, each of the several parts of the machine, having for that purpose drawn separately the mode of obtaining the power of compression and the modes of its application. The drawings and sections hereto attached are given to illustrate the action of the apparatus, although the forms or shapes of the several parts may be varied without interfering with its working, relative capacity and strength being provided for.

Drawing No. 1. { Figure 1. A side elevation of the engine and hydraulic rams.
Figure 2. A bird's-eye view of the same.
Figure 3. An end view, showing the variable expansion gear for steam, called time-

wheel.

Drawing No. 2. A sectional elevation, showing the working of the apparatus.

Drawing No. 3. Figures showing plan of details.

Drawing No. 4. Shows the direct action of a column of water as a substitute for other power for compressing air.

The mode of obtaining power here described is steam, but any other power, such as horse-mill, water-fall, with direct pressure or transmitted by turbine or water-wheel, screw propelled by the motion of a sailing-vessel, wind-mill, or hand-power, can be applied with good result.

The form of engine and its construction, either vertical, horizontal, or oscillating, are not matters connected with our improvement. We use, by preference, a double cylinder engine working the hydraulic ram direct; water being the fluid used in connection with the ram, although oil or other fluids may be used. With the exception of the expansion gear and the transmission of motion to the time-shaft, engines of any description can be applied.

We will therefore only refer to those parts.

Steam Motive Power.

Drawing No. 1.—

No. 1, 1. The expansion valves, to cut off steam at any part of the stroke of the engines, as the power of compressing the gas requires. For reference see detailed drawing No. 3, figures 5 and 6.

No. 2, 2. Time-wheel with cams of different sizes cutting off steam. For reference see detailed drawing No. 3, figure 7, and time-wheel table.

No. 3, 3. Beam-levers transmitting the motion of the cams to the piston of expansion valve.

No. 4. Time-shaft receiving its motion from the main shaft of the engine by a worm and wheel there indicated, the number of teeth in the wheel being 24, and each revolution of the engine causing by the worm in gear the wheel to advance one tooth.

5, 5, 5. Three spur wheels transmitting the motion as received from the worm without increase or decrease of speed.

6, 6. Wheel and pinion serving to retard the motion received from the worm and wheel in the proportion of one to two, giving therefore 48 revolutions of the engine to one of the time shaft No. 4, the expansion cam wheel performing 1 complete revolution during 24 revolutions of the engine shaft.

6A, 6A. Hydraulic rams connected with the piston end by cross heads.

7, 7. Hydraulic barrels fitted with double leather rings and packing stuffing-box,—the pressure acting against the leather and the stuffing-box during the partial vacuum.

8, 8. Hydraulic valves. See detailed drawing No. 3, figures 1 and 3.

9. Delivery pipe branching to each delivery valve.

10, 10. Suction pipes connected with the suction valves.

This completes the motive power apparatus shown in drawing No. 1.

Drawing No. 2 shows working of apparatus by steam power.

11, 11. Two strong hydraulic cylinders, made of wrought iron, and capable of working safely at a pressure of 600 lbs. to the square inch.

12, 12, 12, are sixteen copper double spiral tubes, through which a current of cold water is constantly passing. Each hydraulic cylinder is fitted with a set of 16 of these double spirals.

13, 13. Upper water compartments, through which the water having refrigerated the compressed gas is allowed to escape.

14, 14. Top water compartments, receiving the water for refrigerating the gas.

15, 15. Connecting flanges which unite the suction pipes Nos. 10, 10, fixed on the suction valves of the hydraulic rams, thereby connecting the two apparatus together.

16, 16. Lower hydraulic slide valves, enabling the water alternately to be pumped out of each hydraulic cylinder. This valve is constructed on the equilibrium principle. See drawing No. 3, fig. 8, for details.

17, 17. Suction pipes, connecting the slide valves with the hydraulic cylinders.

18, 18. Upper hydraulic slide valves, also on the equilibrium principle, enabling the compressed water to escape into the hydraulic cylinders No. 11, 11.

19, 19. Branch pipes, connecting the valve chambers with the suction pipes.

20, 20. Levers, transmitting the motion of the cam to the slide rod, at the end of which the slide valves are fitted.

Reduction of temperature in connection with preservation of Food, &c.

21. Strong wrought-iron cylinder, capable of working safely under a pressure of 600 lbs. to the square inch.
22. Pressure indicator, fitted to the iron cylinder.
23. Connecting flanges, uniting the branch pipes of the motive power apparatus.
- 24, 24. Bent pipes, connecting the chambers of the valve No. 18, 18.
- 25, 25. Eight iron cam discs, fitted close to each other on the time shaft No. 4, for the purpose of opening and shutting the valve at the proper time.
- 26, 26. Double gas slide valves, enabling the gas to escape into the temperature exchanger after having been compressed. For construction see detailed drawing No. 3, fig. 9.
- 27, 27. Connecting pipes, uniting the upper part of the hydraulic cylinders with the gas valves No. 26, 26.
- 28, 28. Levers, transmitting the motion of the cams to the slide valves 26, 26, by a vertical rod, at the end of which a gudgeon is fitted sliding in the grooves of the disc cam.
29. Two gas valves, for the purpose of returning the expanded gas to the hydraulic cylinders to be re-compressed.
- 30, 30. Connecting pipes, uniting the hydraulic cylinders with the gas cocks 29, 29.
- 31, 31. Sniffing valves, balanced by a spiral spring to a pressure equal to that of the atmosphere. This valve opens internally.
- 32, 32. Levers, connecting the slide valve rods, and transmitting the motion by a vertical rod fitted with a gudgeon sliding in the slots forming the cams.
33. Slotted cam, fixed on the time shaft, giving the motion to the levers 32, 32, to open and close the valve at the moment required.
- 34, 34. Connecting pipes, uniting the valves 29, 29, with the casing of the temperature exchanger.
35. Temperature exchanger, constructed with small copper tubes 14 feet long, through which the compressed gas passes. The whole internal capacity of these tubes being equal to that of the bulk of the compressed air when at its maximum pressure. They are enclosed in a circular casing, through which the gas passes after having been expanded. This casing is covered externally with a non-conducting substance, such as felt, charcoal, etc.
- 36, 36. Returning pipe, connecting the outer spiral of the refrigerated chamber with the casing of the temperature exchanger No. 35.
- 37, 37. Gas desiccators, connected between the gas-cocks 26, 26, and the temperature exchanger No. 35.
38. Gas valve, fitted between the compressed gas chamber and the temperature exchanger No. 35.
39. Connecting pipe, uniting the gas valve 38 at one end, and the temperature exchanger at the other. The connection is arranged so that the compressed gas inside the tubes only can pass, while the returned expanded gas circulates in the opposite direction outside the tubes.
40. Compressed gas-receiver, made of wrought-iron, perfectly tight, capable of working safely at a pressure of 600 lbs. to the square inch. The internal capacity of this receiver is equal to that of the compressed gas in the hydraulic cylinders No. 11, 11. The outer surface of this apparatus, including the valves placed at each end of it, is surrounded with a non-conducting substance, such as felt, charcoal, etc., and enclosed in a wooden box.
41. Expansion gas valve, fitted at the extreme end of the compressed gas receiver No. 40, causing the sudden expansion of the gas contained in it into the refrigerating chamber.
42. Beam lever, transmitting the motion given by the cam fixed on the time shaft by a vertical rod fitted with a gudgeon sliding in the slot of the cam. The arrangement is such that one valve is closed before the other opens.
43. Slotted cam, fixed on the time shaft No. 4, giving the motion to the valves 41 and 38 at the necessary time, hereafter described.
44. Taper pipe, connecting the expansion gas valve No. 41 with the refrigerating chamber.

Refrigerating chamber.

45. Single or double spiral, according to the length of the cylinder, which will vary its requirements. This spiral (or spirals) is formed by bending pieces of timber 2 in. x 2 in. angularly with the cross sections of the wooden cylinder, thus forming a screw or spiral, the pitch of which should be about 12 in. apart. If the chamber be constructed very large in diameter and the length be short, the spiral is continued at the flat end of the cylinders, leaving only an aperture conveniently large to store the articles of food in the chamber. In that case the expansion of the gas employed would begin near the centre of the cylinder, and having played over the whole of the end of the cylinder in a spiral, gradually increasing in diameter until it reaches the outer spiral in which it enters, it continues its motion all round the cylinder until it attains its extreme end, on which a similar concentric spiral leads the gas to the centre of the cylinder, where the return gas pipe No. 36 is attached, and conveys the gas to the hydraulic cylinder to be compressed again. Should the cylinder for convenience be constructed small in diameter and of long length, a double spiral is employed, by which the expansion of the gas alternately takes place, first at one end and next at the other, each expansion of gas having its own spiral. A perfect equalisation of temperature is thus obtained.
46. A thin metallic cylinder made air-tight, bolted against the ribs forming the spiral, the bolts passing through them and through the outer wooden cylinder No. 47, the head of these bolts being broad and flattened, pressing on the internal part of the metallic cylinder.
47. Outer wooden cylinder, made of staves grooved and tongued, gas-tight, and strongly hooped outside. These staves are also united together by the wooden spiral ribs, binding them strongly by the bolts fixed at intervals not exceeding 12 inches. Another advantage derived by this construction is that the ribs thus bolted afford a great stiffness and protection to the internal metal cylinder. The nuts are counter-sunk and a dowel of wood let in flush for the purpose of avoiding conduction by the iron bolts.

Reduction of temperature in connection with preservation of Food, &c.

48. Envelope, made of tarred felt or other suitable substance fastened to the outer surface of the wooden cylinder as protection against damp, and also answering as a non-conducting substance.

49. Water-pipe and stop-cock fitted at the back of the valve-chamber No. 16.

50. Water-tank used as tender when required.

Having described the various parts generally and in detail, it now remains to explain the practical operation thereof, which is commenced by charging the vessels by a force-pump (or by the hydraulic ram attached to the engine). First, the middle cylinder, with air, or whatever other gas may be used, then pumping water into it until the pressure indicator marks 300lbs. per square inch, more or less, according to the intensity of cold required. Air is introduced into the hydraulic cylinders No. 11, 11, at the atmospheric pressure, and the expansion valve No. 41 being closed (having been disconnected from the beam lever, each valve can be worked independently). 38 is opened, and both 26, 26 closed, and finally both 29, 29 closed. Water is then pumped into the right-hand cylinder No. 11 until the air above it is compressed to 300lbs. per square inch, or is condensed to a volume 1/20th of its original bulk, as shown in the plan by the blue line, and marked "compressed air." The gas-valve 26 (right-hand) being acted upon by hand, opens slightly, and lets the compressed air leak out into the desiccator 37, the water being still forced into the hydraulic cylinder, maintaining the pressure of 300lbs. until it has reached the top of the cylinder. The air having been desiccated by passing through the desiccator 37, containing chloride of calcium in powder or semi-liquid, or potassa in the same state, or any other substance having affinity for moisture, passes into the tube of the temperature exchanger, the gas-valve 26 (right-hand) being closed, and 38 being opened, the air passes into the air-receiver 40, and 29 (right-hand) being opened the stop-cock attached to the pipe 49 is opened, and the water escapes into the water-tank. The sniffing-valve 31 is caused to open as water flows out of the cylinder until the full quantity of air required to fill the cylinder is supplied. Water is again pumped in as before, and when the pressure of 300lbs. has been obtained, the valve 26 is opened in a similar manner as before described. This operation is repeated until a pressure of air equal to 300lbs. is obtained, the last charge of water is left in the right-hand cylinder, and a charge of air at the atmospheric pressure is introduced into the left-hand cylinder. All the connections being then made perfect, the steam expansion cams being set at the first tooth (which gives the greatest amount of expansion to the steam), the engine, and with it the hydraulic rams, are set in motion, and the following effect takes place: The expansion air-valve 41 being at the time open, and consequently 38 closed, the volume of air enclosed in the receiver 40, under a pressure of 300lbs. per square inch, is suddenly expanded, passing, during its expansion, by the pipe 44, and circulating in the spirals of the refrigerating chamber 45, returning by the pipe 36, 36. The expanded air in travelling round the metallic cylinder abstracts from it the heat it contains, and the air returns with the heat thus taken up. The expansion of air being completed the cam fixed on the time-shaft 4 closes the valve 41 and opens 38. The cam 25 now causes the water-valve 16 (left-hand) to open, and the quantity of water left in the hydraulic cylinder (left-hand), as indicated by the blue line, is immediately pumped into the middle hydraulic cylinder. The valve 26 (right-hand) being acted upon by the cam fixed on the time-shaft 4 lets the compressed air pass through the desiccator 37, and restores the former pressure in the expanding air-receiver 26 (right-hand) closes, after which the returning gas-valve 29 opens, and the expanded air rushes into the empty hydraulic cylinder 11 (left-hand), and should any quantity of air be lost during its compression or expansion, the sniffing-valve is opened by the atmospheric pressure from without, and supplies the cylinder with the proper quantity of air before compression takes place. The air in returning passes by the temperature exchanger outside the tubes, and the surplus of cold it contains is transmitted through the copper pipes to the compressed air therein enclosed. This constant surplus being given to the apparatus soon reduces its temperature, and the compressed air begins its expansion at a reduction in temperature, which goes on accumulating until it reaches its working maximum. This arrangement saves a large amount of cold which otherwise would be lost. The returning gas-valve 29 (left-hand) closes, after which the water-valve 16 (left-hand) closes, and the top-valve 18 opens by the same motion, letting the compressed water out of the middle cylinder rush into the hydraulic cylinder 11 (left-hand.) The air enclosed in the hydraulic cylinder is immediately compressed, and the heat generated by compression is removed by the current of cold water passing through the copper spiral tubes. The valve 15 (right-hand) opens by the motion of the cam fixed on the time-shaft 4, and closes the upper valve 18 (right-hand.) The water under pressure in the hydraulic cylinder No. 11 (right-hand) is in the first instance forced against the hydraulic rams, propelling them and filling the barrels at the same time, and by the return motion of the ram the water is forced into the middle cylinder, thus restoring the maximum pressure therein, at the same time completing the pressure of air in the hydraulic cylinder 11 (left-hand), until the whole of the water in the hydraulic cylinder 11 (right-hand) is pumped out. When the water forced by the increasing pressure in the middle cylinder, caused by the working of the ram emptying the hydraulic cylinder 11 (right-hand), has arrived at the height marked "compressed air," the gas-valve 26 opens gently, and lets the compressed air leak out through the desiccator, and entering into the temperature exchanger and the compressed gas receiver 40, the full pressure is again restored there, and the hydraulic rams still working maintain the normal pressure. The hydraulic cylinder 11 (right-hand) being empty, and the compressed air forced out of it by the water, the gas-valve 26 (left-hand) closes, and the same action is repeated in the same order with the other hydraulic cylinder, and so on alternately so long as the engine is in motion. The air is successively expanded from the gas-receiver into the refrigerating spirals round the refrigerated cylinder, and gives four expansions of air per minute, the engine giving ninety-six revolutions in the same time. The chloride of calcium, or whatever substance is used for desiccating the air, is changed every day if required, the moisture is driven off by heat, and the same substance may be used over and over again. Should the machine be required to be worked at a greater reduction of temperature, the stop-cock attached to the pipe 49 is opened during the suction of the hydraulic ram; more water is then introduced into the apparatus, and immediately a greater pressure is obtained, producing a greater reduction of temperature; but at the same time the pressure of steam must be increased to meet the extra work,—the same appliance is used to replace the loss of water caused by evaporation or leakage.

As will be seen, the foregoing description shows how the apparatus is set in motion by power derived from a steam-engine, water-wheel, screw-propeller, &c.

Drawing

Reduction of temperature in connection with preservation of Food, &c.

Drawing No. 4 shows the apparatus working by a column of water of any given height, acting directly upon the air in the cylinders, and exerting a pressure of 15lbs. per square inch for every 32 feet of that vertical column of water. The valves for the distribution of air and water are set in motion by a small hydraulic turbine, of about half-horse power, acting upon the time-shaft No. 4 by a worm and wheel, and driving the cams in a similar order, as before described. The speed of the apparatus is regulated by a conical pendulum and throttle-valve, somewhat similar to that of a steam-engine. The time-shaft may be acted upon by a water-engine, water-wheel—either undershot or overshot—or by a waterfall. The application of the reduction of temperature here indicated is that for the conversion of water into ice by the direct contact of the refrigerated air passing through a solution of common salt, chloride of calcium, or any other liquid not congealing, except at a considerably lower temperature than that at which pure water is congealed. The reduction of the temperature of wort must, or any other fluids may, be effected in the same manner; or, if the direct contact with air be detrimental to the fluid to be refrigerated, a surface condenser is used. The motive power obtained from the column of water may, of course, be applied to the arrangements shown in connection with the steam-power for the preservation of articles of food, cooling of rooms, &c.

The following details relating to the drawing No. 4 complete the description of that plan:—
No. 50A. Stand-pipe or water column of any given height.

51, 51. Branch pipe leading the water, which is under the pressure of the column of water, to the introduction valves 18, 18.

52. Small branch-pipe attached to the stand-pipe 50, and connected with a small turbine water-engine, water-wheel, or water-fall.

53. Stop-cock serving to stop and start the turbine.

54. Conical pendulum regulator connected with the throttle-valve, fixed on the turbine.

55. Small hydraulic turbine receiving the water (under pressure) through the pipe 52.

56. Horizontal shaft receiving a rotatory motion from the vertical shaft of the turbine by a pair of conical tooth-wheels.

57, 57. Worm and wheel transmitting the rotatory motion of the turbine to the time-shaft No. 4, in the proportion of 300 revolutions of the turbine to 48 of the cam, or any increase or decrease of speed, according to the amount of water at command.

58. Branch-pipe, having a T-piece in the middle, discharging the waste water leading from the pipe 15, 15, which connects the two delivery valves 16, 16.

44. Pipe leading the expanding air into the freezing apparatus.

59. Air-rose for the delivery of expanding air into the freezing medium. This rose is perforated with minute holes, and placed angularly near to the bottom of the freezing apparatus, so as to cause a rotatory motion to the liquid therein, thereby obtaining a perfect circulation outside the ice-moulds, and a continuous contact of the liquid in circulation with the expanding air.

60. A wooden water-tight tank—by preference, square—containing the freezing medium, and the tin moulds filled with water.

61. Tin-moulds, containing the water to be frozen, which are supported on a revolving stand.

62. Revolving stand moving on a pivot at the bottom, the shaft passing through an air-tight stuffing-box at the top, provided externally with a cross head, enabling the stand to be moved without opening the door of the tank. This stand is made of wrought iron, strongly built, so as to carry a large quantity of water moulds, of different size and shape, as required.

63. Level of the freezing medium, composed of chloride of calcium, common salt, or any fluid congealing at a lower temperature than pure water.

64. Door, made sufficiently large to introduce the moulds before freezing, and to remove them after being frozen. This door requires to be fitted air-tight.

65. Air space, above the freezing medium.

66. Air-holes, through which the expended air escapes to the temperature exchanger No. 35.

67. Upright tube, fitted with stuffing-box and flange, connected with the air-pipe No. 36.

The mode of setting the machine into action is much more simple than that used in steam-power, as it only requires to open the stop-cock No. 53, which sets the turbine in motion, causing the worm and wheel 57, 57 to revolve, and to give the time-shaft its motion, which, by the series of cams attached, opens and shuts the valves in the same order as by the motion of the steam-engine in the first instance. The refrigerated air is blown into the freezing medium, causing a rotatory motion of that liquid, which transmits an equal temperature throughout that fluid, causing the water exposed in the moulds to congeal. The frozen water is then removed, and the empty moulds are replenished with pure water. The same saving of the surplus of cold is effected in the same manner as before described.

Arrangement of motive-power for sailing ships.

Figure 10, in drawing 3, represents a bird's-eye view of the apparatus as applied to a ship. One or two small screw-propellers are fitted at the stern, or any other suitable part of the vessel. They are fitted with ordinary stuffing-boxes. Upon each screw-shaft is fitted one eccentric or crank, giving the motion to two small hydraulic rams connected by links to the eccentrics or cranks. The barrels of the hydraulic rams are united together, if necessary, or used singly, according to the place where they are to be fixed. At the extreme ends of the screw-shafts a pinion to each is fitted, working into a large cog-wheel, retarding the motion of the time-shaft 4, on which the cams necessary for working the valves are fixed. The remaining parts of the apparatus are constructed and worked in a similar manner to that before-described in connection with the other motive powers. This apparatus can be constructed of any required power, by increasing or decreasing the diameter of the screws, and regulating the size of the hydraulic rams and apparatus accordingly. The water necessary for refrigerating the air, during its compression, is pumped up to the receiver, attached at the top of the hydraulic cylinders, from the side of the ship, if required, by an ordinary pump fitted with an eccentric on to the time-shaft. The motion of the ship, caused by the wind acting upon the sails, transmits to the screw-propellers a rotatory motion, which sets the whole of the machine into operation, not requiring any labour, and only an occasional inspection. The resistance caused by the motion of the screw-propellers is not appreciable, as the machine, being constantly working,
its

Reduction of temperature in connection with preservation of Food, &c.

its size is on that account only required to be very small, especially remembering how much of the power of the expanding air is availed of. The ship can be cooled by distributing the compressed air, when necessary, either by a blast, or through pipes or tubes, or an air-tight metallic casing fitted against the under part of the decks or rooms requiring to be cooled. Provisions can be kept in a cylinder or refrigerating chamber, and ice made for the use of the passengers under the plans hereinbefore described. A small steam-engine may be added to the present arrangement for working the apparatus while the ship is in port or becalmed.

Specification of details for construction, not specially described herein, shown on drawing No. 3.

Figure 1 A. Metallic hydraulic ram.

D. Double-ring leather, between which the pressure of the fluid is allowed a free access, closing hermetically the hydraulic ram, and thereby preventing the fluid from escaping.

E. Vulcanized Indiarubber and canvass elastic packing, ensuring a good vacuum during the pumping action of the ram.

Figure 5 represents the steam expansion valve.

K is a metallic piston, fitted with an expanding metallic ring. The junk ring is perforated with six apertures, allowing a free passage of steam through the piston, which, being placed between the two equal pressures, renders its equilibrium perfect,—requiring, on that account, only a small amount of power to move the piston.

LL. Short cylinder, in which the piston K works with a slight friction.

PP. A slot, extending all round the circumference of the barrel LL, leading into a belt which conveys the steam to the engine cylinder. The top and bottom parts of the barrel in the slot are united, at six equal intervals, by a small vertical piece of metal cast in, which guides the packing ring during its motion in the barrel. The total area of the slot is equal to that of the steam port. The slot is about $\frac{1}{4}$ -inch wide, and about $7\frac{1}{2}$ -in. in diameter. By this arrangement a very small amount of motion is required from the cams, and smooth and regular action is obtained.

Figure 7 is the time-wheel, on which small cams are cut out, and regulates the time as well as the quantity of steam required for pressing the air. The time-table and diagram here delineated fully illustrate the mode of construction.

Figure 8 is an equilibrium hydraulic double valve. The slide valves are both connected, and moved by a thumb-joint in the middle. Each slide valve is connected by link to an elastic diaphragm HH, which is made of a flexible metallic disc, fixed between two discs of leather, or other elastic substance, and screwed together air-tight. The surface of the disc is made one-eighth part less area than the valve, so that seven-eighths of the direct pressure against the valve are removed, enabling the valve to work with great ease.

Figure 9, details of double air-valve. This valve is so constructed, that when the pressure changes from right to left, the valve still intercepts any passage of compressed air. The ports are made, by preference, circular, although any other form would answer. The double wrought-iron studs, on which the valves are fitted, are lined with a vulcanized Indiarubber disc, keeping a gentle pressure against the face of the valves, in order to allow the pressure to open the valve from its face, and when required to fill the small chamber; after which the pressure exerts its full energy to keep the other valve close, and *vice versa*. A vertical rod, G, moves the two valves through a stuffing-box, at the time required by the cams.

Having now described the nature and object of the invention, of which we claim the general combination for its especial novelty, being an improved method of and apparatus for obtaining reduction of temperature by the expansion of air or other permanent gases, in special connection with the preservation of articles of food, the manufacture of ice, and cooling of rooms and liquids,—we specially and separately claim—

- 1st. The combination of time-wheel producing the variable expansion of steam, as the work of compressing air requires, which differs at every stroke of the hydraulic ram during the compression of one hydraulic cylinder (as per time-table given in the specification).
- 2nd. The construction of the expansion valve, as shown in the detail drawing.
- 3rd. The peculiar construction of our equilibrium hydraulic valves, and their general arrangement.
- 4th. The peculiar arrangement and construction of the hydraulic rams.
- 5th. The peculiar construction of our double air-slide valves and their arrangement.
- 6th. The arrangement and combination of sniffing-valves, to supply the deficiency of air when required.
- 7th. The arrangement and combination of the water-tender, attached to the suction-valve, introduced to restore the proper amount of water in the apparatus when working, by intermediate motive-power.
- 8th. The mode of refrigerating the compressed air, by copper spirals not passing through the cylinder.
- 9th. The combination and arrangement of the temperature exchanger.
- 10th. The combination and arrangement of the expansion valve connected with the intercepting valve SS.
- 11th. The combination and peculiar construction of the refrigerating chamber.
- 12th. The arrangement and combination of the direct action by a column of water.
- 13th. The mode of applying the refrigerated air to the apparatus, herein described, for the congelation of water, cooling of liquids, rooms, &c.
- 14th. The arrangement and combination of the cams distributing the motion of the valves throughout the apparatus.
- 15th. The combination of the turbine, or other water-power, to regulate the working of the apparatus.
- 16th. We claim the combination of screw propellers, fitted to sailing ships in the manner herein described, for obtaining a motive-power by the motion of the sailing ship, enabling us, by its application to our apparatus, to preserve articles of food to make ice to cool liquids, and to ventilate and cool ships and rooms.

Reduction of temperature in connection with preservation of Food, &c.

TIME-WHEEL TABLE.

Air compressed from pressure of 10 atmos. to that of 20 atmos. by 48 strokes of the pump. — Mean pressure of each stroke.		Power = 2 steam cylinders, 12-in. diam., 24-in. stroke, including pressure. Steam = 60 lbs. $\frac{1}{2}$ + in. at cut off—min. pressure.		Air compressed from pressure of 10 atmos. to that of 20 atmos. by 48 strokes of the pump. — Mean pressure of each stroke.		Power = 2 steam cylinders, 12-in. diam., 24-in. stroke, including pressure. Steam = 60 lbs. $\frac{1}{2}$ + in. at cut off—min. pressure.	
Stroke.	Atmos.	Inches.	Lbs.	Stroke.	Atmos.	Inches.	Lbs.
1	10.05	3.50	17.0	25	13.41	4.56	22.8
2	10.15	3.52	17.2	26	13.60	4.62	23.1
3	10.26	3.54	17.4	27	13.80	4.69	23.4
4	10.37	3.57	17.6	28	14.00	4.76	23.8
5	10.48	3.59	17.8	29	14.21	4.83	24.1
6	10.60	3.62	18.0	30	14.43	4.90	24.5
7	10.72	3.65	18.2	31	14.65	4.97	24.9
8	10.84	3.69	18.4	32	14.87	5.05	25.3
9	10.96	3.73	18.6	33	15.10	5.13	25.7
10	11.08	3.77	18.8	34	15.34	5.21	26.1
11	11.20	3.81	19.0	35	15.59	5.30	26.5
12	11.33	3.85	19.3	36	15.85	5.40	26.9
13	11.47	3.90	19.5	37	16.12	5.50	27.4
14	11.61	3.95	19.7	38	16.40	5.60	27.9
15	11.75	4.00	19.9	39	16.69	5.71	28.4
16	11.90	4.05	20.2	40	16.99	5.82	28.9
17	12.06	4.10	20.4	41	17.30	5.94	29.5
18	12.22	4.15	20.7	42	17.62	6.07	30.0
19	12.38	4.21	21.0	43	17.94	6.20	30.5
20	12.54	4.26	21.3	44	18.28	6.33	31.1
21	12.70	4.32	21.6	45	18.62	6.46	31.6
22	12.87	4.38	21.9	46	18.99	6.50	32.3
23	13.05	4.44	22.2	47	19.38	6.75	32.9
24	13.23	4.50	22.5	48	19.79	6.90	33.6
				Mean = 13.85 atmos. = 3,990 lbs. on pump at 96 revolutions of engine per min. = 46 $\frac{1}{2}$ H P.		Mean = 23.5 lbs. = 5,311 lbs. on 2 pistons at 96 revolutions of engine per min. = 61 $\frac{1}{2}$ I H P.	

It was omitted to be entered in its proper place that in this apparatus, instead of the spiral condensers 12, 12, 12, being employed, the pipes 17, 17 may have a smaller pipe let in on their upper part, which is carried to the top of the cylinder, the end of the pipe being returned downwards, and fitted with a fine rose, from which the water descends as in a shower-bath. This shower or spray of water coming into direct continuous contact with the air under compression, by passing through it, accepts the heat as it is generated, which is of course carried away with the water after each compression.

THEOS. S. MORT.
E. D. NICOLL.

This is the specification referred to in the annexed Letters of Registration, granted to Thomas Sutcliffe Mort and Eugene Dominique Nicoll this twenty-fourth day of August, 1868.

BELMORE.

REPORT.

Sydney, 14 July, 1868.

SIR,

In compliance with your request we have examined the specification and drawings accompanying the application of Messrs. T. S. Mort and E. D. Nicoll, for Letters of Registration for "An improved method of, and apparatus for, obtaining reduction of temperature by the expansion of air or other permanent gases, in special connection with the preservation of articles of food, the manufacture of ice, and the cooling of rooms and liquids," and we have now the honor to report that we see no objection to such Letters being granted.

We have, &c.,

J. SMITH.
ISAAC AARON.

THE HONORABLE
THE COLONIAL SECRETARY.

[Drawings—four sheets.]

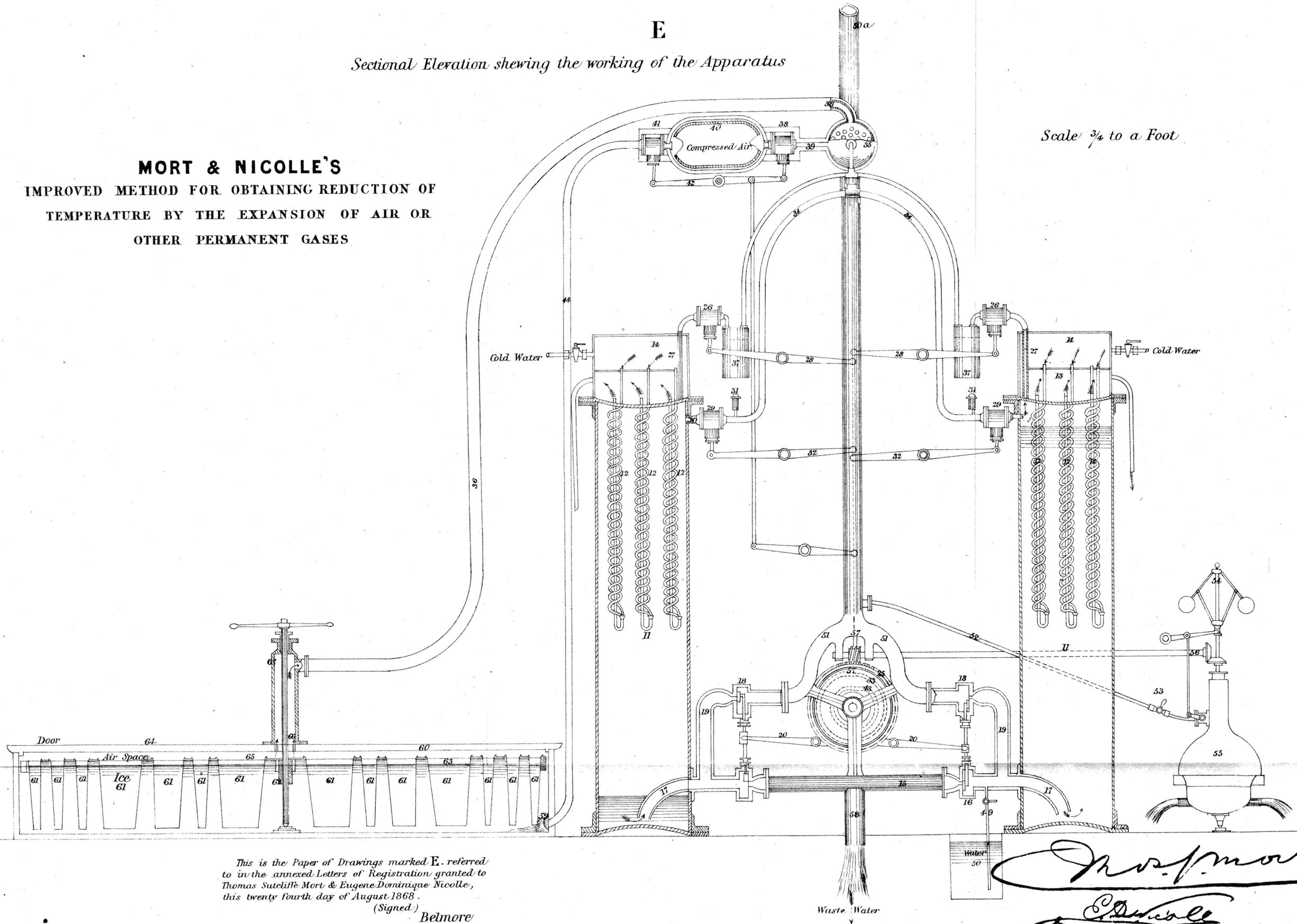
(COPY)

E

Sectional Elevation shewing the working of the Apparatus

Scale $\frac{3}{4}$ to a Foot

MORT & NICOLLE'S
IMPROVED METHOD FOR OBTAINING REDUCTION OF
TEMPERATURE BY THE EXPANSION OF AIR OR
OTHER PERMANENT GASES



This is the Paper of Drawings marked E. referred to in the annexed Letters of Registration granted to Thomas Sucliff Mort & Eugene Dominique Nicolle, this twenty fourth day of August 1868.
(Signed) Belmore

Thomas Mort
E. Nicolle

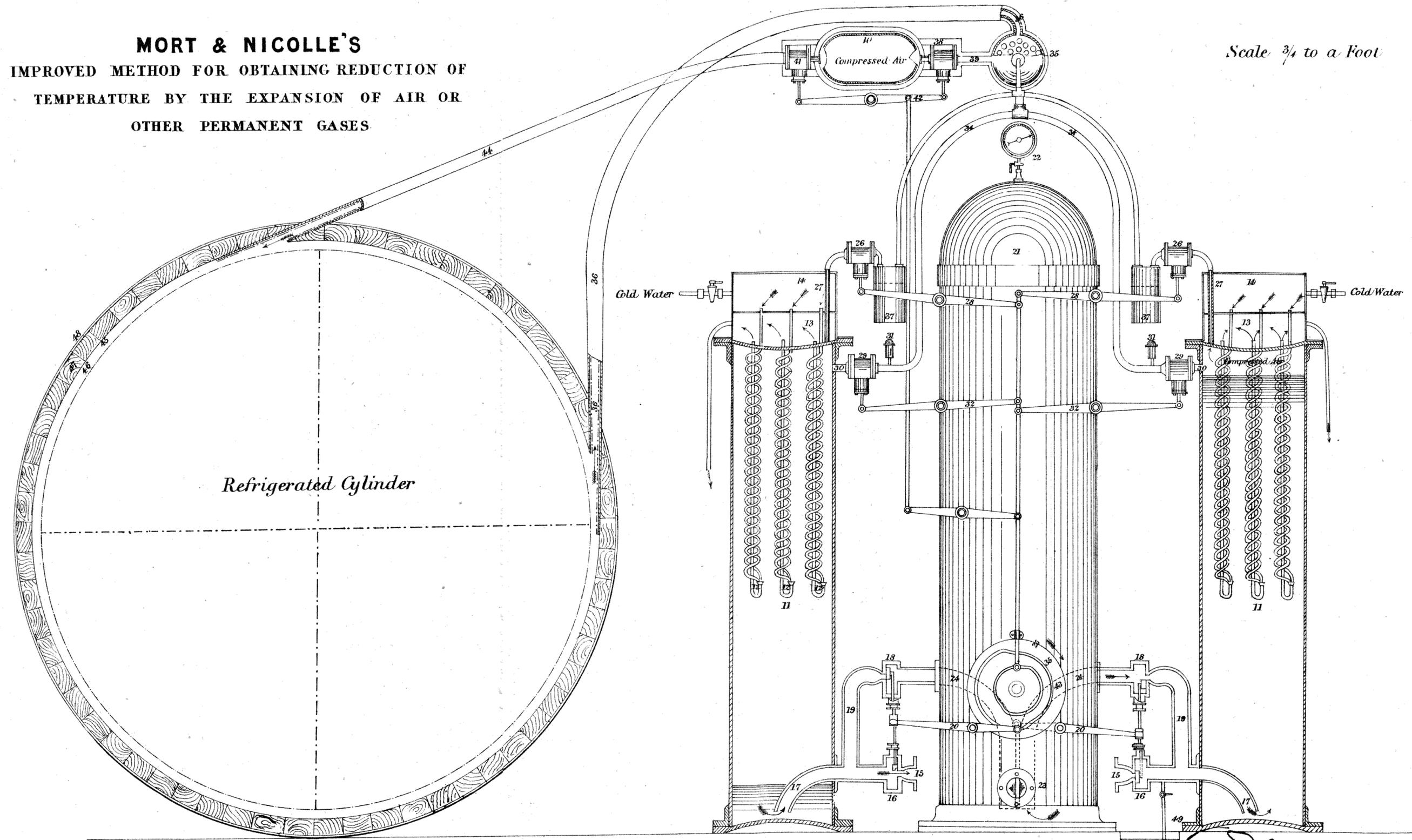
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C.

Sectional Elevation shewing the working of the Apparatus

MORT & NICOLLE'S
IMPROVED METHOD FOR OBTAINING REDUCTION OF
TEMPERATURE BY THE EXPANSION OF AIR OR
OTHER PERMANENT GASES.

Scale $\frac{3}{4}$ to a Foot



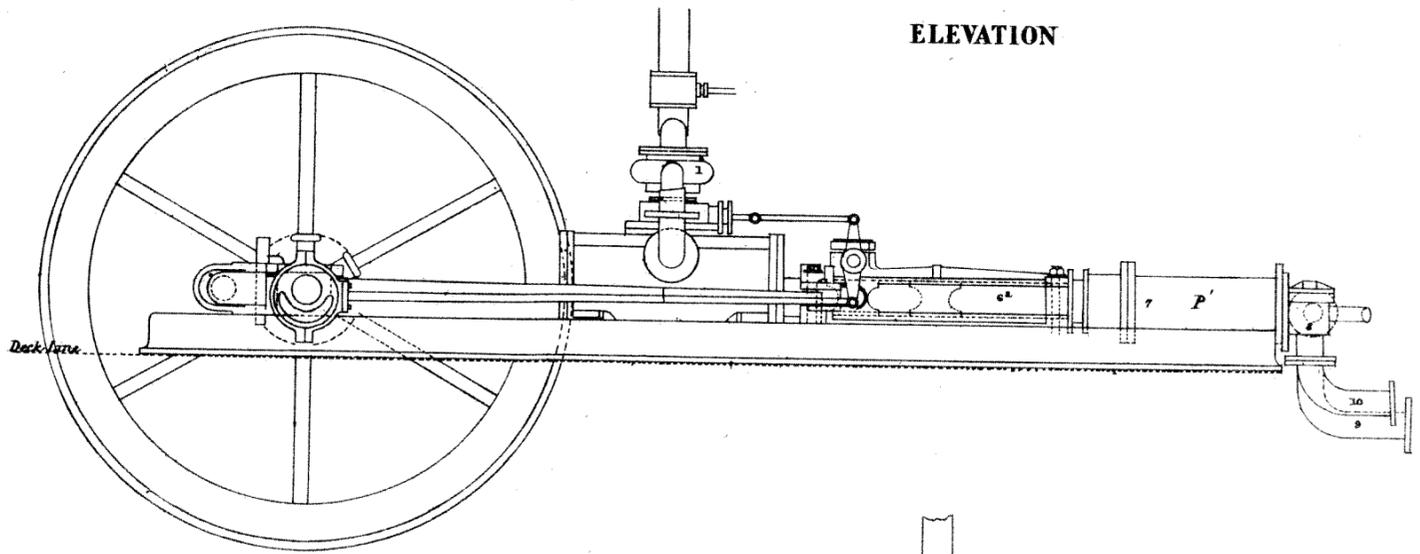
Refrigerated Cylinder

This is the Paper of Drawings marked C. referred to in the annexed Letters of Registration granted to Thomas Sutcliffe Mort & Eugene Dominique Nicolle, this twenty fourth day of August 1868.
(Signed)

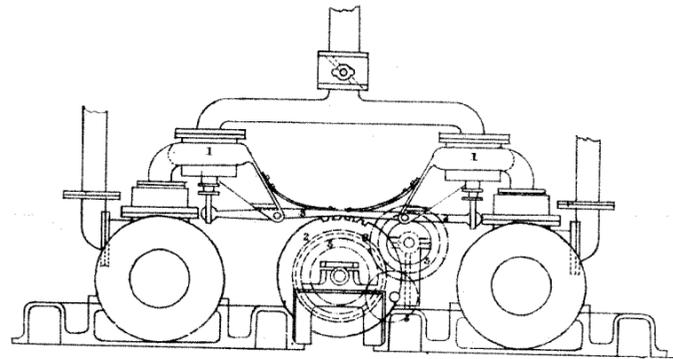
Thos. Mort
E. D. Nicolle

(COPY)

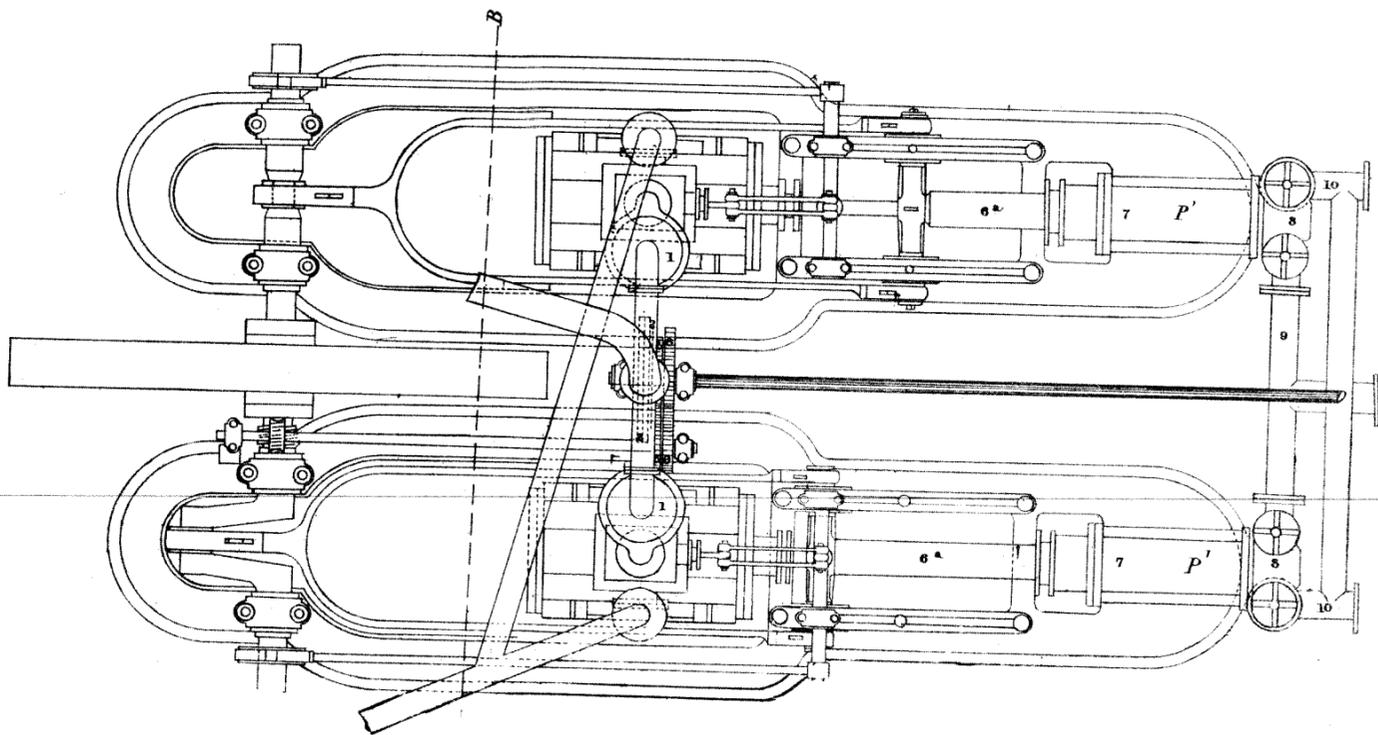
MORT & NICOLLE'S
IMPROVED METHOD FOR OBTAINING REDUCTION OF
TEMPERATURE BY THE EXPANSION OF AIR OR
OTHER PERMANENT GASES



ELEVATION



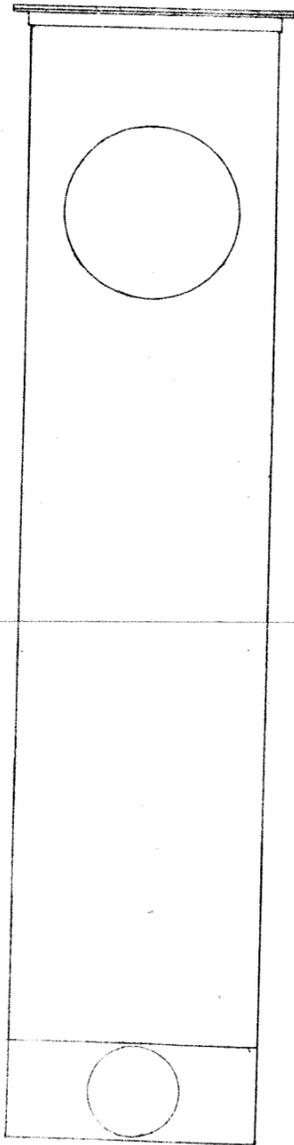
TRANSVERSE SECTION AT A. B.



PLAN



Thomas Mort
E. Nicolle



This is the Sheet of Drawings marked B referred to in the annexed Letters of Registration granted to Thomas Sutcliffe Mort & Eugene Dominique Nicolle, this twenty fourth day of August 1868.
 (Signed) *Belmore*

Photo-lithographed at the Govt Printing Office
 Sydney, N.S. Wales.

Scale 3/4 Inch 1 Foot.



A.D. 1868, 9th September. No. 182.

**IMPROVEMENTS IN THE CONSTRUCTION OF THE CLOTH-PLATE OF THE
WHEELER AND WILSON SEWING-MACHINE.**

LETTERS OF REGISTRATION to Edward Cutler Wheelock, for Improvements
in the construction of the Cloth-plate of the Wheeler and Wilson Sewing-
machinc.

[Registered on the 9th day of September, A.D. 1868, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a Member of
Her Majesty's Most Honorable Privy Council in Ireland, Governor and Commander-in-Chief of the
Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :—

WHEREAS ANDREW NEWELL, of Melbourne, in the Colony of Victoria, merchant, hath by his
Petition humbly represented to me that he is the agent of one Edward Cutler Wheelock, of New York,
in the United States of America, merchant, who is the assignee (for the British Colonies of Australasia)
of an invention intituled "Improvements in the construction of the cloth-plate of the Wheeler and Wilson
sewing-machine," which is more particularly described in the specification and sheet of drawings
which are hereunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the
Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying
the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria,
number twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration,
whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him,
or to the said Edward Cutler Wheelock, for a period of fourteen years: And I, being willing to give encourage-
ment to all inventions and improvements in the arts or manufactures which may be for the public good,
and having received a report favourable to the prayer of the said Petition, from competent persons
appointed by me to examine and consider the matters stated therein, and to report thereon, for my
information, am pleased, with the advice of the Executive Council, and in exercise of the power and
authority given to me by the said Act of Council, to grant, and do by these Letters of Registration
grant, unto the said Edward Cutler Wheelock, as such assignee as aforesaid, his executors, administrators,

Improvements in Wheeler and Wilson's Sewing-machine.

and assigns, the exclusive enjoyment and advantage of the said invention or improvement for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said Edward Cutler Wheelock, as such assignee as aforesaid, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Edward Cutler Wheelock shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this ninth day of September, in the year of our Lord one thousand eight hundred and sixty-eight.

(L.S.)

BELMORE.

IMPROVEMENTS in the construction of the cloth-plate of the "Wheeler and Wilson" sewing-machine.

THIS invention consists of certain improvements in the construction of the cloth-plate of the well-known Wheeler and Wilson sewing-machine, and is designed for the purpose of enabling it to be used at pleasure in producing either the lock-stitch, which has always been the characteristic of this machine, or the two thread double loop stitch, or a new three-thread ornamental stitch.

The whole of the framing of the Wheeler and Wilson sewing-machine remains entirely untouched; and indeed every other part, except the cloth-plate and its attachments, remain precisely as before, so that an old Wheeler and Wilson machine can be entirely renewed, and the new improvements added by unscrewing and discarding the old cloth-plate, and substituting for it the new cloth-plate with its attachments as hereinafter described.

This new cloth-plate with all its attachments is illustrated in the accompanying drawing, wherein the same letters always indicate the same parts. The view shown is taken when the plate is loosed from the machine and turned over on its back. A is the cloth-plate itself, B the needle-plate, C is the thread-carrier, D is a clutch, E is a flat metal spring, F is a cam-lever or arm, G are two tension discs, H is a twisted metal spring, I, nut for regulating same, J is a small hook, K is horizontal spindle, L is guard for same, M is small stud to attach it to the cloth-plate as shown, N is an angle-shaped piece of metal, O is regulating screw, P is set screw.

It will be seen that the cloth-plate proper has only two alterations, namely,—the addition of the stud M, and the circular instead of the oblong slot for the reception of the needle-plate, which is made to correspond thereto, and is fastened in position by means of a screw passing through it, and connecting it to the angle-shaped piece N. The thread-carrier has an eye at its extremity, and a groove to receive the thread, extending as far as the elbow, where there is another eye formed as shown in the detail sketch (where the other parts are shown separately). It has also a projecting pin on its upper side for the end of the clutch to lay hold of.

The metal-spring E proceeds from a disc fastened to the cloth-plate, from the centre of which disc proceeds a pin or spindle, having a screw thread cut in the top of it as shown. The clutch D has a hollow projecting boss at its thicker extremity for fitting on the spindle just referred to. About the middle of this projecting boss there is a recess made. The cam-lever F also has a hollow projecting boss to fit over that of clutch D, and to which it is connected by set screw P, which acts against the recess in boss of clutch D. Over this is placed the screw-cap fitting on the top of the spindle. The inner or fixed one of the tension discs G is thicker than the other one. The screw O is for regulating the position of the thread-holder.

In applying this invention to the old Wheeler and Wilson machine it is requisite merely to remove the old cloth-plate and put the new one in its place in the same manner, first pulling the thread-carrier C out to the first catch, or so that its point is just under the edge of the plate, after which attach the guard L to the cloth-plate by means of stud M fitting into the slot prepared for it as shown, being cautious to pull it far enough to the right so that the tension discs G are in line with the outer edge of the plate. The machine being set in motion, the revolving cam acts against the cam-lever F, which operates (by means of clutch D) on the thread-carrier C, and imparts motion to it.

The two-thread double loop stitch is made by using the thread directly from two ordinary spools as purchased from the shop, the upper one being placed on the spindle of the machine, and threaded therefrom in the same manner as if making the lock (or Wheeler and Wilson) stitch. The second or under spool is placed on the horizontal spindle K of the spool-holder, passing the thread therefrom under the small hook J, and between the tension discs G to the eye in the centre of the thread-carrier C (the thread-carrier being previously pulled from under the plate); thence along the groove of the thread-carrier to the point, threading through the eye in the point from the outer (or grooved side) to the inside, passing the thread through about one inch, then push the thread-carrier back under the plate. In making this stitch an empty bobbin must be placed in the machine, and the needle-plate having the large hole must be used. The needle-plate can be changed by removing the screw that connects it to the part marked N, and keeps it in position. In forming this stitch much depends upon the regulation of the tension on the threads, as different variations give different effects to the seam produced, but at all times the tension on the lower thread should be loose. The tension of the lower thread is regulated by the small nut I, on the end of the spindle holding the tension discs and spring, turning it from you to tighten, and towards you to loosen it; the upper thread is regulated the same as if making the lock-stitch.

To make the new three-threaded ornamental stitch the same instructions must be carried out as in making the previous kind of stitch, except that instead of an empty bobbin being placed in the machine it should be filled with thread or silk (as may be required), and used therefrom as when making the lock-stitch.

In

Improvements in Wheeler and Wilson's Sewing-machine.

In making the lock-stitch, the guard L with its attachments is disconnected from the machine and dispensed with altogether, and the machine used in the same manner as with the old plate.

No adjustment will be required, except to see that the eye in the point of the thread-carrier throws out to line with the outer edge of the rotating hook; this may be required where the feed cam of the machine has become worn. The adjustment may be made by loosening the small screw P, holding the cam lever in position on the spindle, and moving it as may be required. The point of the thread-carrier should come close to the feed point of the machine but not interfere with it. If necessary this can be regulated by the stop or screw O.

Having thus described the nature of my invention, and the manner of performing it, I would have it understood that I do not confine myself to the precise details herein set forth, as it is evident that they might be altered or varied without departing from the nature thereof, but I claim the construction of cloth-plates for Wheeler and Wilson's sewing-machines, having the parts marked from B to P inclusive, attached thereto, in the manner and for the purpose substantially as herein described and explained.

This is the specification referred to in the annexed Letters of Registration, granted to Edward Cutler Wheelock this ninth day of September, 1868.

BELMORE.

REPORT.

Sydney, 13 August, 1868.

SIR,

We do ourselves the honor to return to you the enclosures transmitted under your B.C. of the 10th instant, and to report that having had under consideration the application of Edward Waters, on behalf of Andrew Newell, for Letters of Registration for the term of fourteen years, in favour of Edward Cutler Wheelock, of New York, in the United States of America, for improvements in the construction of the cloth-plate of the "Wheeler and Wilson sewing-machine,"—we recommend the issue of the said Letters in accordance with the plan, specification, and the claim as set forth in Mr. Andrew Newell's petition.

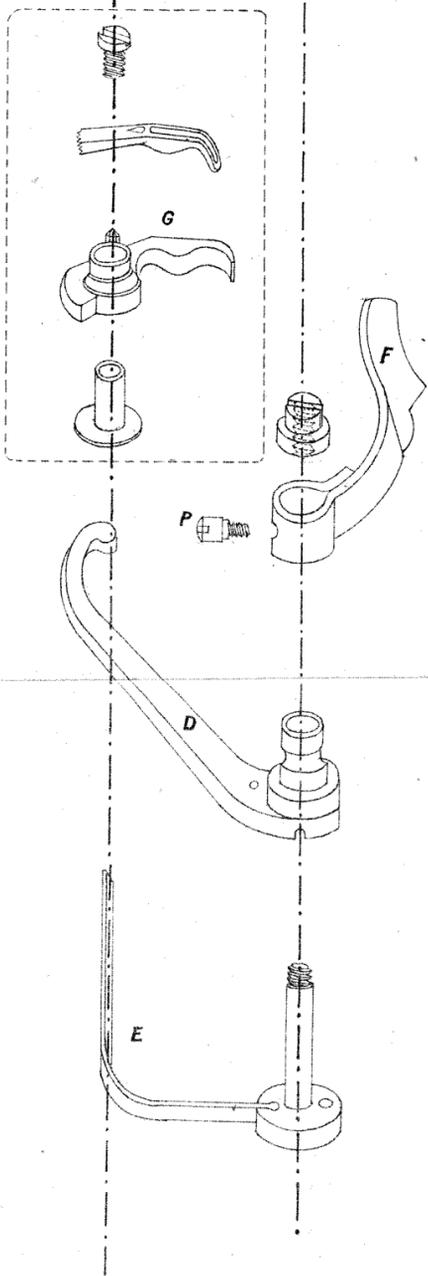
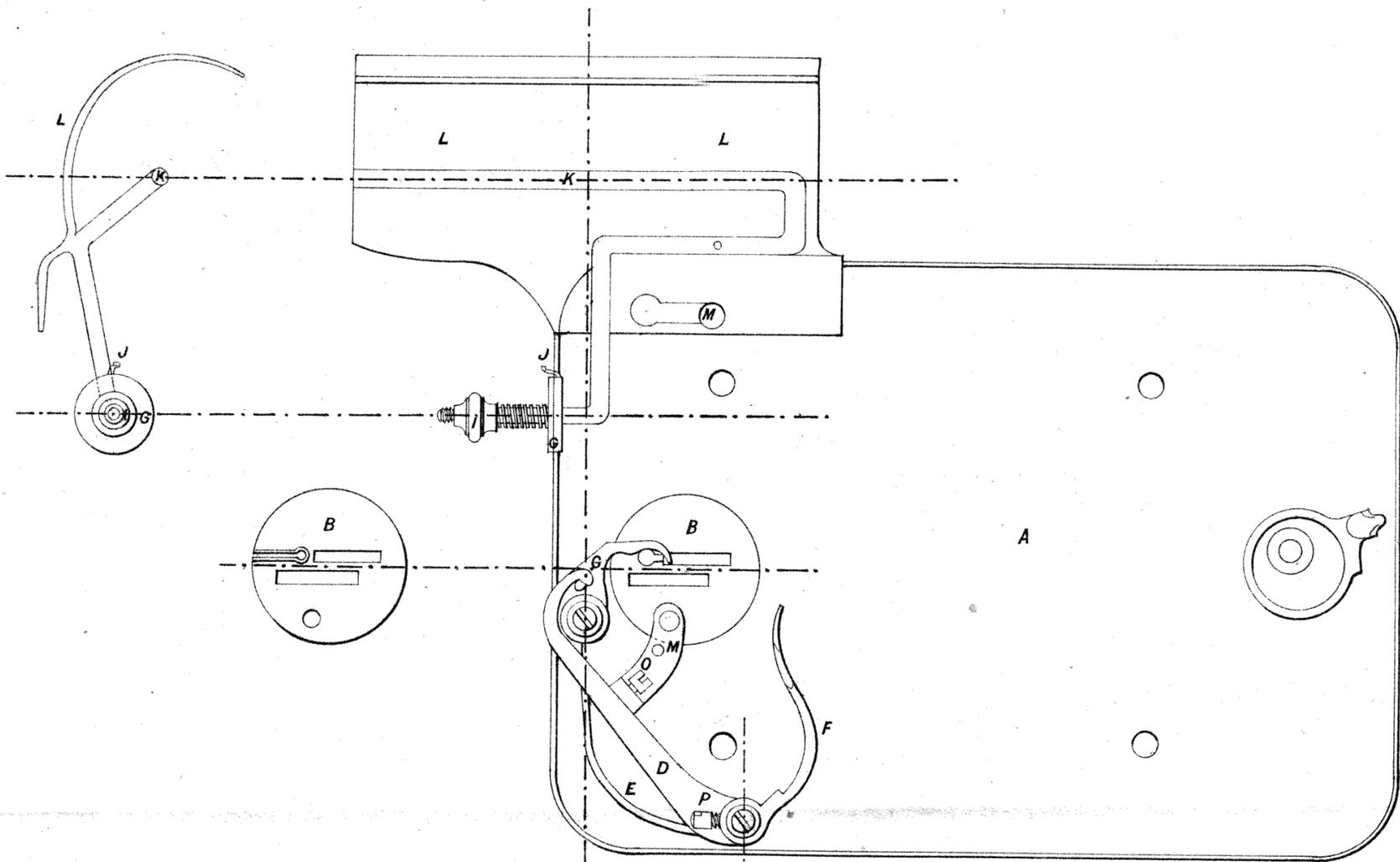
We have, &c.,

THE PRINCIPAL
UNDER SECRETARY.

GOTHEK K. MANN.
D. C. DALGLEISH.

[Drawings—one sheet.]

(COPY)



Newell's Patent
Full Size.

This is the Paper of Drawings referred to in
the a xed Letters of Registration granted to
Edward Cutler Wheelock this ninth day of Sep^r 1868.
(Signed) Belmore.



A.D. 1868, 9th September. No. 183.

IMPROVEMENTS IN SINKING OR FORMING WELLS, &c.

LETTERS OF REGISTRATION to James Lee Norton, for Improvements in sinking or forming Wells, and in apparatus to be used for this and similar purposes.

[Registered on the 9th day of September, A.D. 1868, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a Member of Her Majesty's Most Honorable Privy Council in Ireland, Governor and Commander-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS JAMES LEE NORTON, of Belle Sauvage Yard, Ludgate Hill, in the City of London, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, "Of an invention for improvements in sinking or forming wells, and in apparatus to be used for this and similar purposes," which is more particularly described in the specification marked A, and the four sheets of drawings marked B, C, D, and E, respectively, which are hereunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said James Lee Norton, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said James Lee Norton, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said James Lee Norton shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this ninth day of September, in the year of our Lord one thousand eight hundred and sixty-eight.

(L.S.)

BELMORE.

Improvements in sinking or forming Wells, &c.

(A.)

TO ALL TO WHOM THESE PRESENTS SHALL COME, I, JAMES LEE NORTON, of Belle Sauvage Yard, Ludgate Hill, in the City of London, send, greeting:—

WHEREAS I am desirous of obtaining Letters Patent for securing unto me Her Majesty's special license that I, my executors, administrators, and assigns, or such others as I or they should and lawfully might, from time to time, and at all times during the term of fourteen years, to be computed from the day on which this instrument is left at the office of the Colonial Secretary, at Sydney, make use, exercise, and vend, within the Colony of New South Wales, an invention for "Improvements in sinking or forming wells, and an apparatus to be used for this and similar purposes"; and in order to obtain the said Letters Patent I must, by an instrument in writing under my hand and seal, particularly describe and ascertain the nature of the said invention, and in what manner the same is to be performed: Now know ye, that I, James Lee Norton, do hereby declare the nature of the said invention, and the manner performed, to be particularly described and ascertained in and by the following statement and description, reference being had to the drawings hereunto annexed, and to the letters and figures marked thereon, which indicate the parts there referred to, and here particularly explained (that is to say):—

This invention has for its object improvements in sinking or forming wells, and in apparatus used for this and other similar purposes. If a simple pipe or tube of metal be forced, screwed, or driven into the soil, without removing any earth in the process, until sufficient water is reached, and if a pump be applied to the said pipe, water can for an indefinite period be drawn up by the pump. The invention consists of suitable means and methods for constructing this kind of well, which means and methods are particularly and fully set forth and described in the following statement, reference being had to the drawings hereunto annexed, and to the letters and figures marked thereon:—

A conducting tube, made of iron or other suitable material, constructed either in sections or one piece, is employed. Common iron gas tubing, of about an inch or an inch and a quarter bore, and three-sixteenths of an inch thick, with the ordinary screw couplings or connections, is very suitable for a small well. This tube is provided at the end, designed for the bottom, and for a short distance of its length (say 12 to 20 inches), with a series of perforations or small holes, about three-sixteenths or one-fourth of an inch each in diameter, so as to form a communication between the outside and inside thereof. The area of these holes collectively should amount to at least twice the area of the bore of the pipe. The same end of the pipe is also pointed. One convenient method of making this point is to weld a short piece of round iron into the end of the tube, at the same time drawing it to a properly tapered point of octagonal shape: A portion of such a pipe or tube is represented by figure 1 in the drawings. When the soil in which the pipe is to be driven is hard, a steel point may advantageously be welded in. The point may be made in various forms: Thus figure 2 shows a form suitable for gravel or sand, and figures 3 a form suitable for stone. The pipe or tube thus prepared is driven or forced perpendicularly into the soil until sufficient water is reached. The apparatus which is employed for driving the pipes or tubes into the earth, is represented at figure 4; *a* is the pipe pointed at its lower end; *b* is a clip, which is applied to it; this clip is made in two parts, as is shown in plan at figure 5, and in horizontal section at figure 6; a front view of one-half of the clip is also shown at figure 7. It is made of wrought iron, with a steel lining welded within it, in which a screw-thread with ratchet-like teeth is cut, or it may be roughened inside like a course rasp. The two parts of the clip are firmly bound around the pipe by bolts and nuts, *bb*. The nuts are made semi-globular on their bearing surfaces, and the bolt-holes are made somewhat slack, so that all tendency to twist the bolts in screwing may be avoided. The clip *b* should be applied to the pipe at about two feet from the surface of the land, and it may advantageously be truly faced on the upper surface. *c* is the weight or driver; it is shown in section at figure 8; it has a hole through it longitudinally, of such a size as to enable it to pass freely over the pipe *a*. The weight or driver may advantageously be truly faced on its striking surface. *cc* are lugs on the weight or driver to receive the hand-ropes, *c² c²*. These ropes pass up over pulleys, which are carried by a clamp *d*; it is shown in plan at figure 9. It may, as the strain upon it is comparatively light, be clipped to the pipe by a set screw *d*. This clamp is furnished with two arms, each carrying a pulley, and the hand-ropes *c² c²* pass over them. Figures 10 and 11 show other ways of making the clamp *d*, or it may be made with four arms and pulleys, as is shown at figure 12. The weight, or driver *c*, is raised several feet by men hauling on the ropes *c²*, and is then suddenly allowed to descend on the clip *b*, and by numerous rapidly repeated blows so struck the pipe is driven into the earth, the clip *b* and clamp *d* being shifted from time to time. When the first length of pipe is driven so far down, that the portion remaining above the surface of the land is insufficient for the rise and fall of the driver, a lengthening piece, such as is shown at figure 12*, is applied; it is of the same diameter as the pipe, for the greater part of its length, and has its end reduced so as to enter into the pipe. By means of this lengthening piece the first pipe is driven nearly down to the surface of the land, and then another length of pipe is screwed on, and the clip *b* is applied above the socket, and so the work is continued until the desired depth is attained.

When using the tool shown at figure 3, to cut through rock, it requires to be turned partly round after each blow of the driver; for this purpose I apply to the pipe a clip, with vertical biting grooves and having sockets for hand spikes, as is shown at figure 13. I also keep the tool supplied with water, which issues into the hole by the side openings, just above the cutting edge.

Before driving the tube, which is to form the permanent well, I drive a much smaller but similar tube to test the ground, and ascertain if water is to be found within a convenient distance from the surface.

The driving may be very greatly facilitated by bringing a strong downward strain to bear upon it by means of springs; this arrangement is represented in plan at figure 14; *ee* are stays connected at their upper ends to the pipe in any convenient manner; for example—the clamp, figure 12, may be used with pulleys on two arms only, the other arms being occupied by the stays. In the length of each stay springs of vulcanized Indiarubber are introduced by preference; there are numerous springs in each stay, so that the stay may have a strain of several hundred-weight put upon it without risk of injury to the springs. The stays *ee* pass down and around pulleys *ff*; they are connected together and pass over the sheave *g* at the end of a chain *h*, which is wound up upon a windlass or crab until the desired tension is obtained, as will

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be seen by the elongation of the springs. The pulleys *ff* are carried upon a strong frame *i*, which is secured to the land either by screw moorings, or by pins driven into the holes *i*. The pins may be driven in the same manner as the pipe if necessary, and clips may be applied to the pins to hold down the frame; although this arrangement may be used with pipes of the dimensions hereinbefore given, it is of greater service when larger pipes are employed, but stronger springs may then advantageously be used, and in place of mounting the pulleys for the hand ropes *c* on a clamp *d* secured to the pipe, they may be carried by a separate tripod or support, and thus the time required to shift the clamp *d* up the pipe at intervals may be saved.

A perspective view of the arrangement I employ in driving large tubes to great depths is shown at figure 15; *a* is the well tube; it is steadied by the three tripod legs, *bbb*; they have discs at their ends, so that they may stand firmly on the land; *c* is a cross-head at the top of the tube *a*; *dd* are two powerful combinations of springs connected with the cross-head at their upper ends, and at their lower with chains, passing over strongly-anchored pulleys *e* to the crab *f*, by which tension is put on the springs; *g* is the driver; as its weight is in this case considerable it is not worked by man ropes, but it is wound up by a winch *i*, fixed on one of the steadying piles *b*; a chain from the winch-barrel *i* is connected with two other chains, going over pulleys on the head of the steadying piles to catches *k*, capable of travelling up and down on the pipe, and guided thereby. The catches *k* take into a groove in the driver *g*, which is thus carried up as the catches are raised by the winch, until the tails of the catches come against the trip *l*, clamped to the pipe; the driver is then released and it falls upon the clip *m*, and so the pipe is driven.

The construction of the combined springs *d* is shown in detail at figure 16; *aa* are two strong shackles, each receiving a pin *b*, on which a number of thin plates *cc* are threaded with washers or distance rings *dd* between them; *ee* are bolts passed through the plates *c*, and these also have distance rings upon them, between the plates which are so kept evenly spaced; *fff* are numerous rods passed through the plates *c*, and lapped into the outer plate on one side of each set; *hh* are rings of vulcanized India-rubber threaded upon the rods *ff*, and linking the rods of one set with those of the other. In the arrangement shown there are 280 such rings, each of them capable of exerting a strain of over half a hundred-weight, so that a very heavy downward pressure may be applied to the well pipe by the combined action of the two sets of springs. At the commencement of the operation, or where the soil is favourable, the pipe may be pressed down for a considerable distance into the ground without driving. In place of India-rubber springs a considerable length of a hempen rope may be used, but less advantageously. This method of applying a continuous downward pressure, whilst driving by percussion, is also applicable in driving piles; also in driving open-ended pipes, such as are sometimes used in exploring for coal and minerals; or when large tubes are being driven, a weight-box may be applied over the pulley-clamp *d* to give a permanent downward pressure, and a spring may be applied between the weight-box and the clamp *d*; it is preferred however to employ the springs, extended by suitable tackle as described. In some cases, where the soil is comparatively loose, I screw the pipe into the ground in place of driving. Figure 15 is a side view of a pipe suitable for being so used. It is constructed in the same way as the pipe shown at figure 2, with, in addition, a wrought-iron worm brazed on it. It is screwed down into the earth by means of the clip and hand-spikes shown at figure 13.

When a band of rock has to be perforated in order to sink the well to water beneath, I adapt the arrangement shown at figure 16. I sink an open-ended tube *a* down to the rock, which I then perforate by jumping tools, as is usual in boring rock, and afterwards I force down the well tube *b*, as already described. In other cases also open-ended pipes may be used; they should be made with an internal shoulder at the lower end to form a seat for a plug, with which the lower end of the pipe is stopped when the well is complete, to prevent the dirt working up and choking the well; the use of pipes with closed ends is, however, more generally advantageous.

The pipe being thus driven down to the water by any of these means a section pump is connected to its top, and pumping may be commenced. At first a good deal of dirt is raised, mixed with the water; in fact the water is completely muddy, but continuing to pump in a short time, the fine dirt, which the perforations will admit through them, is drawn up with the water, leaving the coarse gravel and material around the perforations, forming a complete and excellent filter, and the water finally becomes clear, and is usually inexhaustible. Since there is sometimes danger that so much soil will work through the perforations into the interior of the pipe in the process of driving, as to prevent the starting of the water by the pump, in such cases a means may be provided of keeping these perforations covered or protected until the pipe is down to its final position, and then readily uncovering them, which is as follows:—The point above referred to, instead of being attached to the main, is attached to a short piece (say a foot long) of smaller pipe, containing the perforations which slides up loosely over the main pipe. Perforations may also be made in the main pipe protected on the outside by the small pipe before mentioned. The extent of the movement of this smaller tube on the larger or main tube is limited by a key or pin passing through the main pipe and a vertical slot, and the pipes are likewise by this means prevented from coming entirely apart; when the pipe is down to its final position in the soil the perforations are uncovered, either by raising the main pipe a short distance, thus letting the perforated piece slide out, or by putting a small rod down inside and forcing the same out. This device is represented in the drawings at figures 17 and 18, the former showing the perforations covered and ready for driving, and the latter uncovered for the ingress of the water. There are other means of protecting these perforations; for instance, the two pipes, instead of sliding out and in, can be so constructed as to turn the one within the other and effect the same object, or a coiled cylinder of thin elastic metal or other substance can be placed within the lower portion of the pipe covering the holes, and be withdrawn by a cord extending up through the pipe. It is not often, however, that any protection of the perforations is needed, and only when driving through soils containing much fine sand or wet clay, since a moderate amount of dirt in the pipe will form no serious obstruction to the flow of water, and is quickly removed in the current created by the action of the pump.

When the pipe, with unprotected perforations, is used in constructing a well, and dirt works through the perforations to such an extent as to prevent the starting of the water by the pump, a smaller-sized tube (it may conveniently be a flexible hose) should be run down the interior of the pipe, and by means of a reducing socket the pump is attached thereto, and by it the dirt is pumped out, the dirt being agitated by

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by water poured in at the top so that a continuous current of the water down the outer pipe and up the smaller or inner pipe is maintained, the muddy or sandy water being pumped up the inner pipe and clean water being poured into the outer pipe. The dirt being thus removed the pump is then attached to the main pipe.

In order to clear the dirt out of the pipe an instrument may be used, such as is shown in section at figure 19; it consists of a tube a little smaller than the pipe, and having a contraction in it near its lower end to form a seat for a ball-valve; this instrument is allowed to fall by its own weight down the pipe, or it is thrust down with a rod; it is again drawn up and the dirt discharged from it, and the operation is repeated as often as may be necessary. Or, in order to remove the sand effectually from the well, I insert a pump down to the bottom of the well, as is shown at figure 20, where *a* is the well tube, *b* the long pump tube passing from top to bottom of the well, *c* a ball valve at its lower end, *d* a bucket working within the pump tube *b*; *e* the bucket rod near the upper end of the well; an air-tight joint is made between the well tube and the pump tube by an Indiarubber ring, as is shown at figure 21, or the joint may be made near the bottom of the well, and the upper part of the inner tube is dispensed with. When the pump becomes choked with sand from time to time it is taken out and cleared. The same system of pumping is employed permanently when the depth of the well is too great to admit of its being pumped up by a suction-pump at the surface.

In order that the valves of the pumps used with these wells may not be cut by the sand which frequently comes up with the water, more especially when the well is first driven, a pump with Indiarubber valves should be used; a section of such a pump is shown at figure 22, where *a* is the well tube, *bb* are the Indiarubber valves, *c* the cylinder, *d* the piston, and *e* the pump-handle; or very advantageously, pumps, such as that shown at figures 23, 24, and 25, may be used to pump these wells, as sand will pass through such pumps without injuring them. Figure 23 is a longitudinal section of a pump thus constructed. Figure 23^a is a plan of the bed or fixed portion of the same; and the line AB on this figure represents the line at which the section figure 23 is taken. Figure 24 is a transverse section of the pump, taken at the line CD, figure 23; and figure 25 is a similar section, taken at the line EF. *a* is a v formed trough, closed at the ends, and having a number of partitions *a'*; in its length *a² a²* are passages formed in the same casting with the trough, and underneath it *b* is a trough similar to the trough *a*, and inverted over it; it has partitions *b'* without, and these partitions fit air-tight to the sides of the trough *a*, whilst the partitions *a'* fit air-tight to the sides of the trough *b*, by which it is connected by the rod *c* with the crank *d*. This crank is rotated by manual labour, or otherwise, and so a to and fro movement is given to the trough *b*. The spaces between the partitions *a'a'* in the trough *a* are put into communication with the passages *a²* and *a³* by the opening of *a^{2x}* and *a^{3x}*, and the passages *a²* and *a³* open at one end of the trough *a* into chambers *a⁴* and *a⁵*, which are divided the one from the other by a central vertical partition. Both these chambers are connected with the suction-pipe by passages fitted with conical valves *ee* opening inwards, and on the top of the chambers *a⁴* and *a⁵* are flat valves *ff*, opening outwards; immediately over the valves *ff* is the spout by which the water flows away from the pump.

The action of the pump is then as follows:—At each stroke the partitions at *a'* and *b'* in separating tend to form a vacuum between them, which is supplied by water from the suction-pipe; then on the return stroke the water thus drawn into the cavity opened between the partitions is expelled, and the suction-valve *c* closing, to prevent the return of the water, it is thrown out past the delivery-valve *f*. It will be observed that the flow of water from the pump is continuous, for whilst the water is being drawn in by the passage *a²* and openings *a^{2x}* and *a^{3x}* it is being expelled by the passage *a³* and openings *a^{3x}* *a^{3x}*, or to prevent the passage of sand into the pump a sand-trap may be used, such as is shown at figure 25^a; *a* is the chamber, screwed on to the top of the well-pipe *b*; *b'* is a continuation of the well-pipe rising up within the chamber *a*; *c* is a cylindrical hood, closed at the top, and having its sides formed of wire gauze; *d* is the suction-valve of the pump, at the top of the chamber *a*. In cases where a large supply of water is required, and the tackle to drive a large pipe is not readily procurable, several smaller pipes may be driven, and connected by screw unions above the surface of the ground, so that one pump may draw from all the tubes. Occasionally it happens that pipes driven in this manner fail to yield water, in consequence of their ends penetrating a small patch of clay, or other impervious matter. In such cases they may be rendered serviceable by forcing water down them under a heavy pressure; the water so forced down makes for itself small channels by which to escape, and these afterwards serve for the flow of water to the pipe. Figure 26 is a longitudinal section of a forc-pump to be employed for this purpose. In some cases also I employ this pump to force water into the pipe under a heavy pressure; whilst it is being driven, the water, from the combined effect of the pressure and the jar of the blow, escapes in small quantities through the perforations in the pipe, and lubricates the passage.

The pipes may be drawn out of the earth, when required, by a screw-lifting apparatus, such as is shown at figure 27. It consists of a stand or frame, encircling the pipe, and resting on the land at its upper end; an internal screw thread is cut, which receives a screw-plug *b*, having a passage through it for the pipe. The clip on the pipe is brought down to rest on the screw-plug *b*, and is there secured then by turning the screw by levers; the clip is forced upwards, and it takes the pipe with it; at the end of the stroke of the screw-plug it is brought back, and the clip is again brought down to it. Or to withdraw the pipe, from the ground, when necessary, the driving apparatus shown at figure 4 may be employed by simply reversing the machine,—placing the clip *b* above and the weight *c* below, and throwing the latter violently up against the former, dispensing with the use of the pulleys in this instance, and handling the weight with the cords.

In most situations water is very readily and advantageously obtained by driving, forcing, or screwing into the earth an iron pipe, pointed at its lower end, and perforated immediately above the point, and then pumping from the pipe so driven. Difficulty is however experienced in drawing water in this manner, when running or fine sand is encountered, although the water may be abundant, for the sand readily enters into the pipe and very rapidly chokes it. According to the present invention, in making a pipe well in running or fine sand the pointed pipe is perforated for a considerable distance at its lower end, so that the total area of the perforation may be (say) ten or more times the area of the pipe within this pipe, and extending along the perforated part. An inner tube, also extensively perforated, is inserted, and around this tube horse-hair cloth is wound in many convolutions, so as entirely to fill the outer tube. The horse-hair

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hair cloth so applied effectually stops back the sand; but it allows the water to filter into the inner tube, and from thence it passes to the main well tube, and is drawn up by the pump. In place of horse-hair cloth, other fibrous or filtering material, either woven or unwoven, may be employed to fill the space between the perforated portion of the main tube and the inner perforated tube, but horse-hair cloth is most suitable. I prefer to make the inner tube with a flange which is shut in a joint between two lengths of the main tube; this prevents the inner tube starting when the main pipe is driven, or the inner tube may in some instances be inserted after the main pipe has been driven.

Figure 1^x shows a longitudinal section of the lower part of the well tube, adapted to draw water from sand, and arranged in the manner which I prefer. *aa* is a wrought-iron tube, with a pointed end welded to it; it is such as is now commonly used as a well tube; this tube is made in sections or parts connected by sockets as at *a*. The lower part of the tube *a* is perforated for the admission of water, as the drawing indicates; *bb* is an inner tube—it may be of brass—it is perforated throughout—and its lower end is closed by a cap *b'*; to its upper end a flange is fixed, which enters into the socket at *a'*, and is nipped and held between the sections of the tube *a*; *cc* is cloth of woven horse-hair, tightly wound around the tube *b* so as completely to fill the space between the tubes *a* and *b*. In place of using horse-hair cloth, loose horse-hair may be rammed into the space between the tubes *a* and *b*, or other material may be used, but horse-hair cloth is the most suitable. If it be desired to introduce the filtering parts, after the outer pipe is driven, it is best to make the lowest section of the pipe *a* slighter smaller internally than the sections above, so that the tube *b* with the horse-hair cloth around it may pass readily down to the lowest section into which it is then forced, the tube having first been well cleared of sand; the flange of the tube *b* in this arrangement does not project, but is only sufficiently deep to keep the fabric in its place. The same arrangements are also applicable where in place of driving the tube a hole is first bored in the ground to receive it.

The inner perforated tube may also be omitted, and the perforated end of the well tube entirely filled with filtering material, but this it is believed can only advantageously be done when the water tends to rise a considerable distance in the well-tube, and when the pump is fitted with a separate suction-pipe passing down to the bottom of the well tube. The clear water will in this case filter slowly into the well-tube until it is full to the natural water level, and this measure of water can then be drawn off by the pump when required, after which the well will require to stand for a time for a further supply of filtered water to accumulate.

When the well-tube, which is driven, forced, or screwed into the earth, is of such a length above the water-level that the pump-barrel has to be part of the way down it, I here introduce a section of pipe, somewhat stouter than the rest, and about the same external diameter. I grind or otherwise true this length of pipe on the inside, and fit the bucket within it and the valve seating; I clamp in the joint between the length of pipe forming the pump-barrel and the next length of the main-pipe. A longitudinal section of a portion of a well-tube, with the pump-barrel thus formed within it, is shown at figure 2^x; *a* and *a'* are two sections of a well-tube connected with a screw socket as is usual; *a'* is the section forming the pump-barrel; it is somewhat smaller in internal diameter than the other sections, so that the pump bucket *b* may pass freely down the well-tube till it enters this section, in which it fits truly; the barrel is bored or ground out, and care is taken not to leave any shoulder which might impede the entry of the bucket into the barrel.

The seating for the lower valve is clamped in the socket, between the parts *a* and *a'*, as is shown, and there is also a valve in the bucket-ball; valves are used by preference.

When producing a well by removing earth by boring in place of employing solid boring-bars, as is now practised, pipes are employed according to this invention, and at the lower end of the pipe, close to the boring-bit or cutter, in an opening or openings into the pipe by which the debris which the boring-bit or cutter produces, may enter into the pipe or hollow boring-bar and be drawn to the surface. For this purpose a pump is applied to the pipe, and worked either continuously or at intervals, so as to maintain a brisk upward current of water, sufficient to carry the debris into the pipe and to the surface, or it may be allowed to accumulate within the pipe. Figure 3^x is a longitudinal section of the lower end of such a hollow boring-bar; it is made of wrought-iron tube, the lengths of which are put together with screw coupling-sockets, and into its lower end a steel cutter is welded, on each side of the cutting edge passages lead into the interior of the tube; the boring-bar is lifted, and dropped in the usual manner of boring, and by steam-power or otherwise; from the upper end of the hollow bar a flexible pipe passes to the pump, so that the pump is able to draw a rapid stream of water up the hollow bar whilst it is at work; where the hole does not yield water, the water should be poured down it; if the depth of the hole or well be such that it is not desirable to strike the blow with the boring-bit with the momentum of the whole length of boring-bar, a telescopic joint may be introduced into the tube at a suitable distance from the bottom of the hole. When working in this manner it is preferred to commence by driving an open-ended pipe well, and to remove the earth from the interior of it by the boring-bar and the bit or cutter in the manner above set forth.

In order to turn a boring-bar partly round each time it is lifted, so that the bit or cutter may form a circular hole, I operate in the following manner:—I place a collar or clamp on the boring-bar, and another collar encircles the boring-bar and is worked up and down by the engine or other motive power being suspended from a rocking lever actuated thereby. The suspension is so arranged by oblique connecting rods and springs, that when the strain, resulting from the weight of the boring-bar, comes upon the moving collar, its upward progress is checked for a moment, and then the continued movement of the rocking lever brings the oblique rods into a more upright position, partly rotating the collar, and the collar carries the clamp on the boring-bar with it,—the surfaces of the moving collar and clamp being roughened, or having teeth to prevent the one moving on the other. When the rocking lever returns, the weight of the boring-bar is taken off it for an instant at the end of the stroke by the bit or cutter resting on the bottom of the hole, or otherwise, and the moving collar resumes its first position. A side view of this arrangement is shown at figure 4^x, and a horizontal section of the same at figure 5^x; *a* is the boring-bar, *b* a clip fixed upon it and roughened on its under side, *c* is a collar capable of moving freely on the bar *a*; it is worked up and down by a rocking lever, actuated by a steam engine or otherwise; *c'* is the face on the collar *c* of vulcanized Indianrubber or other soft material, on which

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which the teeth of the clip *b* will not slip; *dd* are short lifting chains, passing to the rocking lever at their lower ends; they are connected with links *e*, jointed to the collar *c*, and furnished with springs *f*, tending to draw them into the inclined position in which they are shown then as before-mentioned, when the collar *c* rises and comes against the clip *b*; the links *e* are drawn into a more upright position, and so a partial rotation is given to the bar.

Having thus described the nature of the said invention, and the manner of performing the same, I would have it understood that what I claim is the driving a well tube by means of a weight or driver guided in its rise and fall by the well-pipe itself, or by a guide or lengthening bar carried thereby.

I also claim the employing a ring clamp, capable of being fixed on the tube at any part of its length to receive the blows of the weight or driver.

I also claim the construction of the said clamp in the manner described.

I also claim the employing a ring clamp, fixed on the tube or on a lengthening bar carried thereby to carry the pulleys for the ropes or chains to lift the weight or driver.

Also, I claim the carrying these pulleys and steadying the upper end of the pipe by means of a tripod or similar support.

Also, I claim the applying springs to maintain a strong downward pressure on the well-tube, whilst it is driven by the blows of a weight or driver.

Also, I claim a tube, perforated at its lower end, and with a screw thread upon it, externally applied to produce a well in the manner described.

Also, I claim the application of springs in a similar manner when driving piles and exploring tubes.

Also, I claim the clearing the soil from the interior of the well-tube by the introduction within it of a smaller tube having a pump applied and worked, so as to draw up the soil, together with water poured down the well-tube.

Also, I claim the forcing water down the well-tube, both to lubricate during the driving, and also to form passages to the water-bearing strata.

Also, I claim the combining with well-tubes an interior perforated tube, with horse-hair cloth or other filtering material in the space between the two.

Also, I claim the forming wells with such tubes.

Also, I claim the filling the lower end of well-tubes with horse-hair or other filtering material, and the forming of wells with such tubes.

Also, I claim the arranging the pump-barrel to work with a section of the well-tube, which thus serves as the barrel of the pump.

Also, I claim, in boring wells or holes, the use of a hollow boring-rod in connection with a pump, in such manner as to draw the debris from the hole into or through the hollow rod.

Also, I claim the working a boring-bar by means of a collar rising and falling upon it, and with oblique connecting rods and springs as described.

In witness whereof I, the said James Lee Norton, have hereunto set my hand and seal this fifth day of August, one thousand eight hundred and sixty-eight.

JAMES LEE NORTON. (L.S.)
By his Attorney,
THOS. S. MORT.

This is the specification referred to in the annexed Letters of Registration, granted to James Lee Norton this ninth day of September, 1868.

BELMORE.

REPORT.

Sydney, 14 August, 1868.

SIR,

Having examined the specification and drawings accompanying the application of Mr. James Lee Norton, for Letters of Registration for "Improvements in sinking or forming wells, and in apparatus to be used for this and similar purposes," we have the honor to report that we see no objection to Letters of Registration being granted as desired.

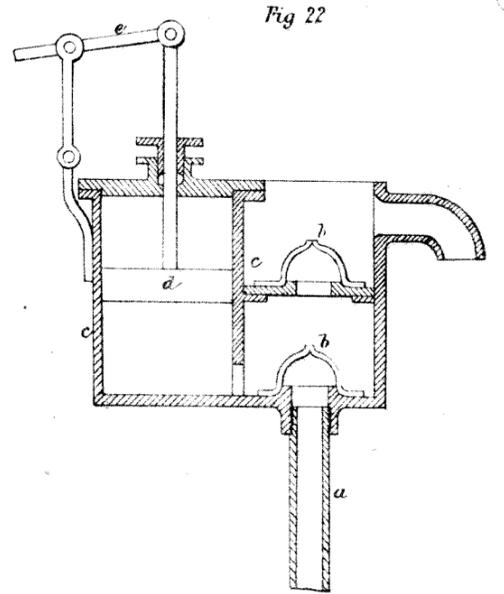
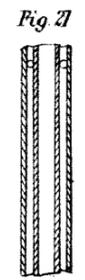
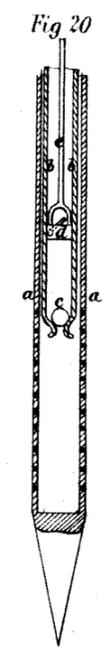
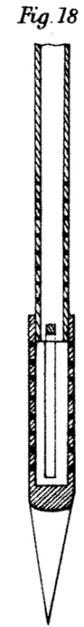
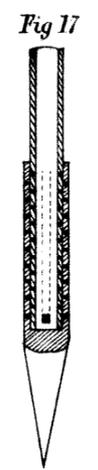
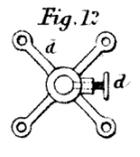
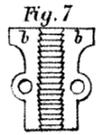
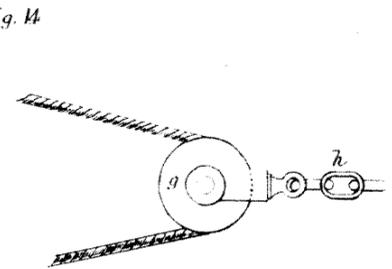
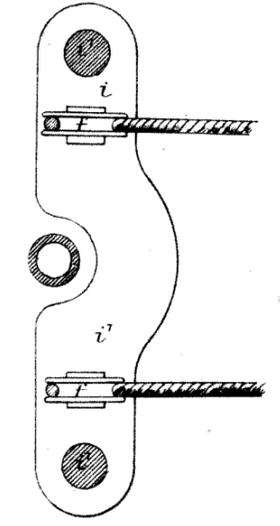
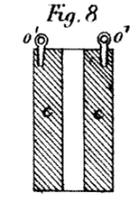
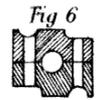
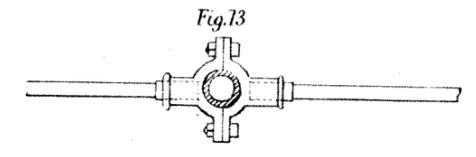
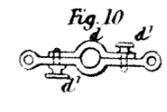
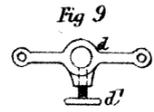
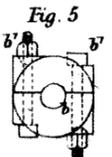
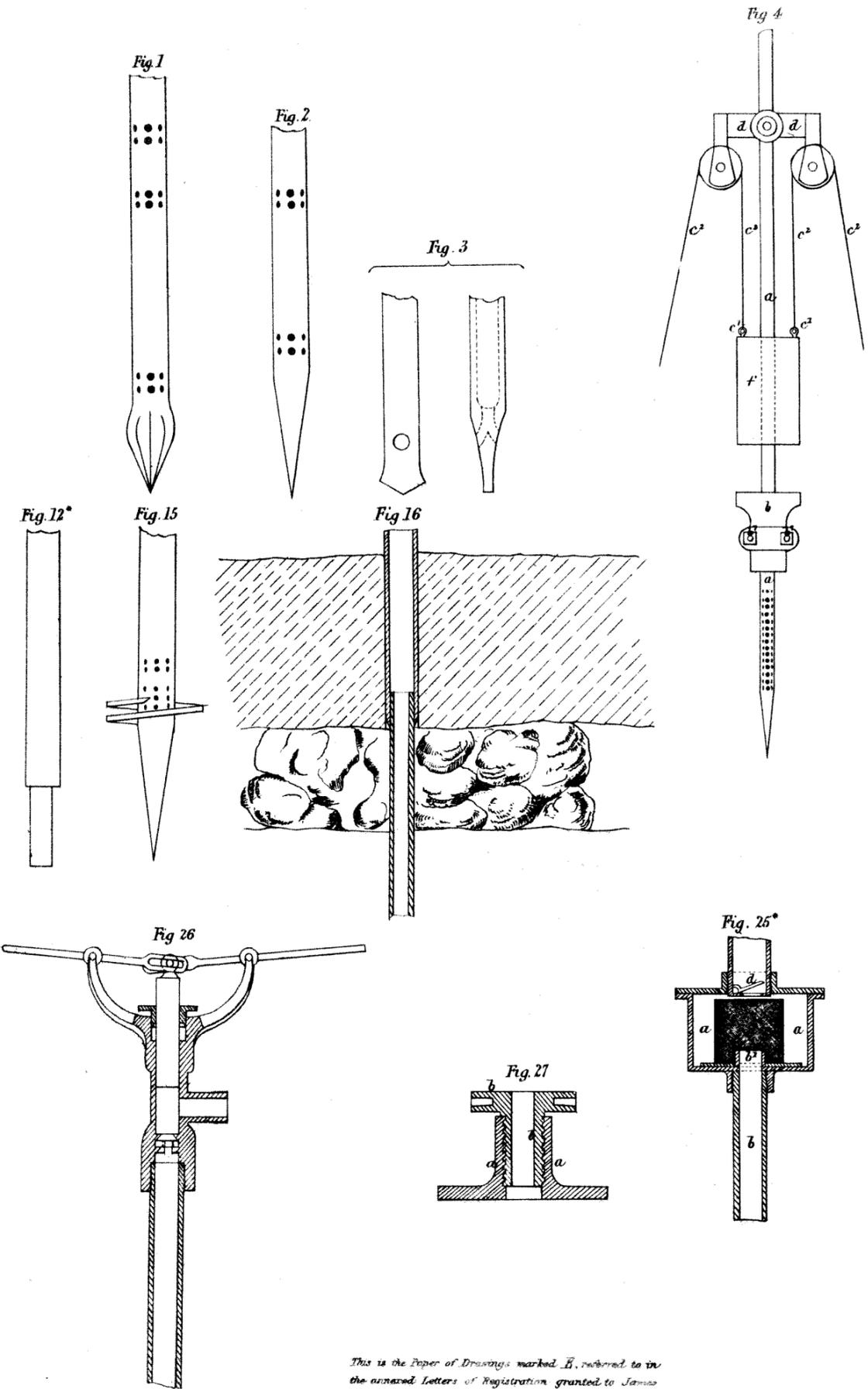
We have, &c.,

J. SMITH.
JOHN WHITTON.

THE PRINCIPAL
UNDER SECRETARY.

[Drawings—four sheets.]

(COPY)
E.



This is the Paper of Drawings marked B, referred to in the annexed Letters of Registration granted to James Lee Norton this ninth day of September 1868
Wm. Bellmore

Photo-lithographed at the Gov. Printing Office
 Sydney, N.S. Wales.

*James Lee Norton
 by his attorney
 Wm. Bellmore*

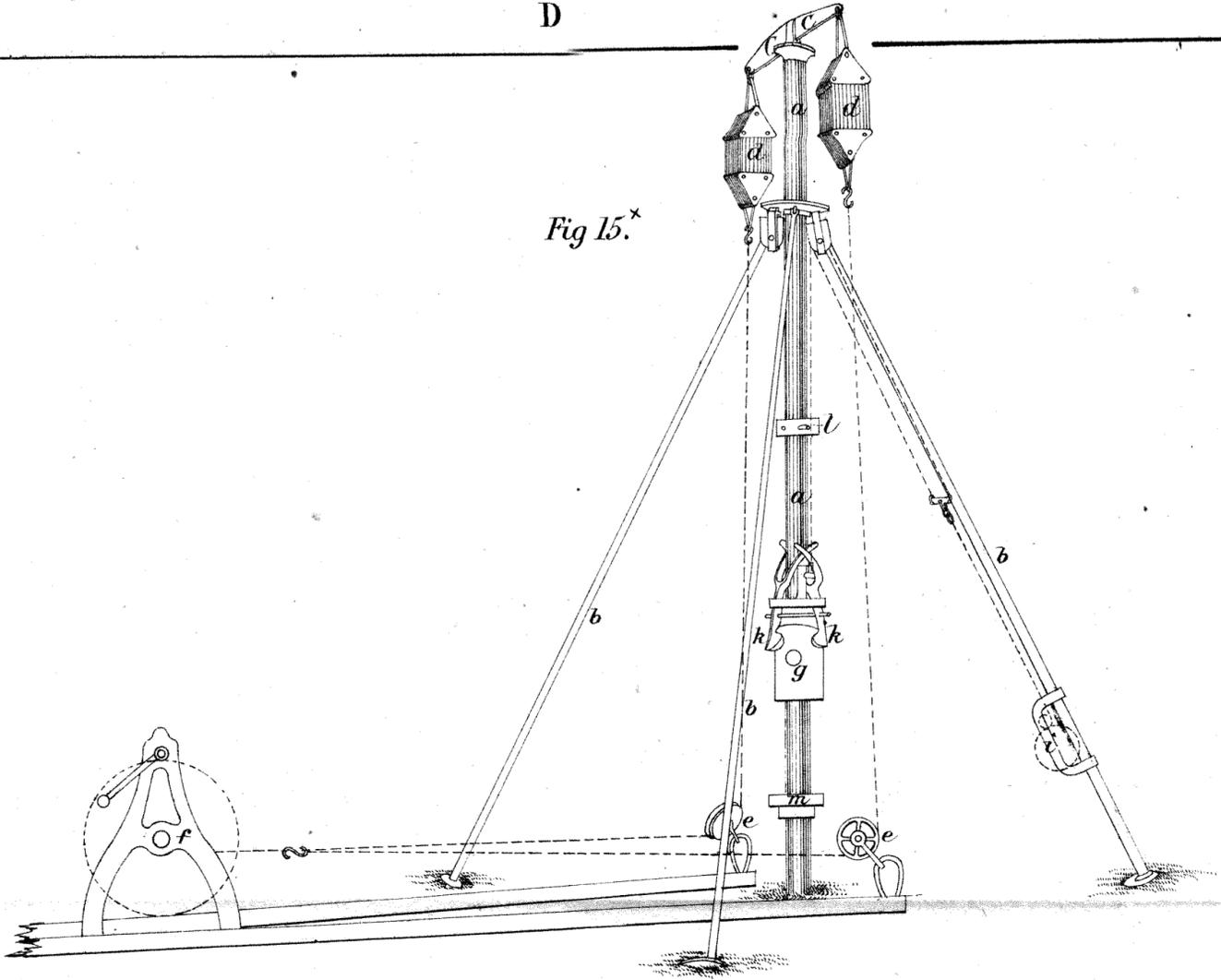
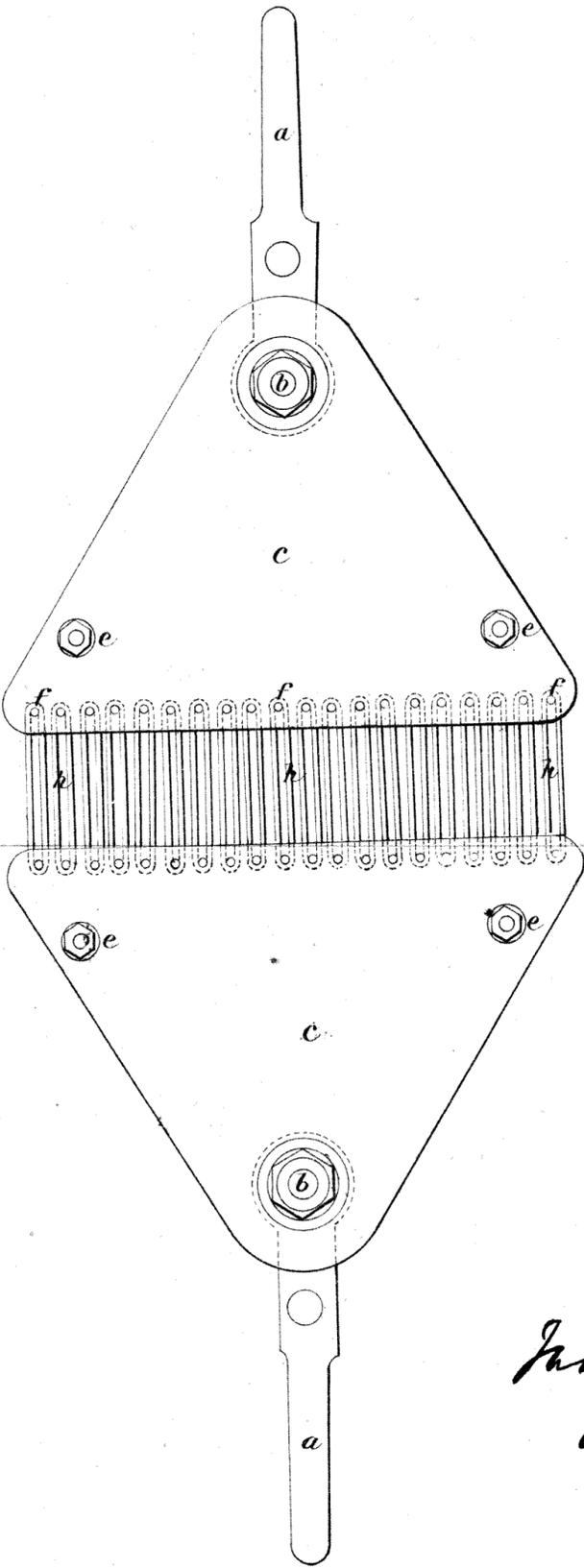
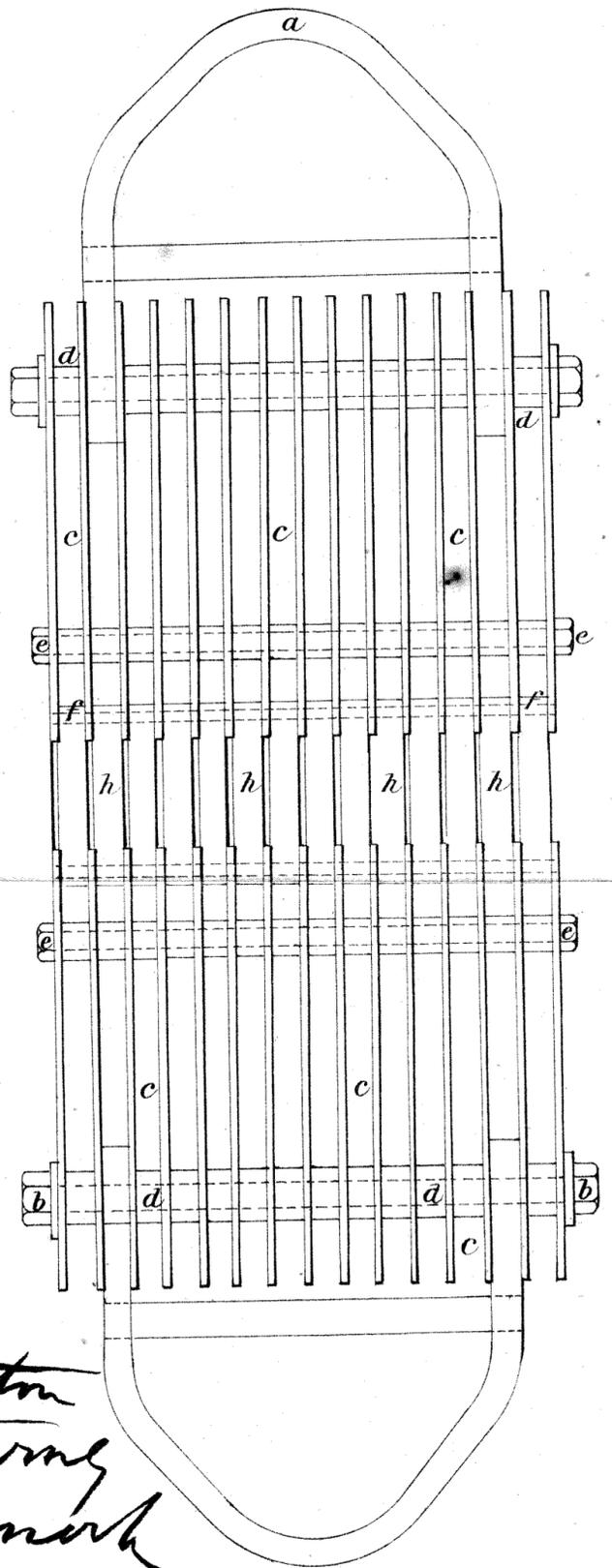


Fig 15.^x



Figs. 16.^x



James Lee Norton
by his attorney
J. V. Smith

This is the Paper of Drawings marked D. referred to in the annexed Letters of Registration granted to James Lee Norton this ninth day of September 1863.

(Signed)

Belmore

C

Fig 23.*

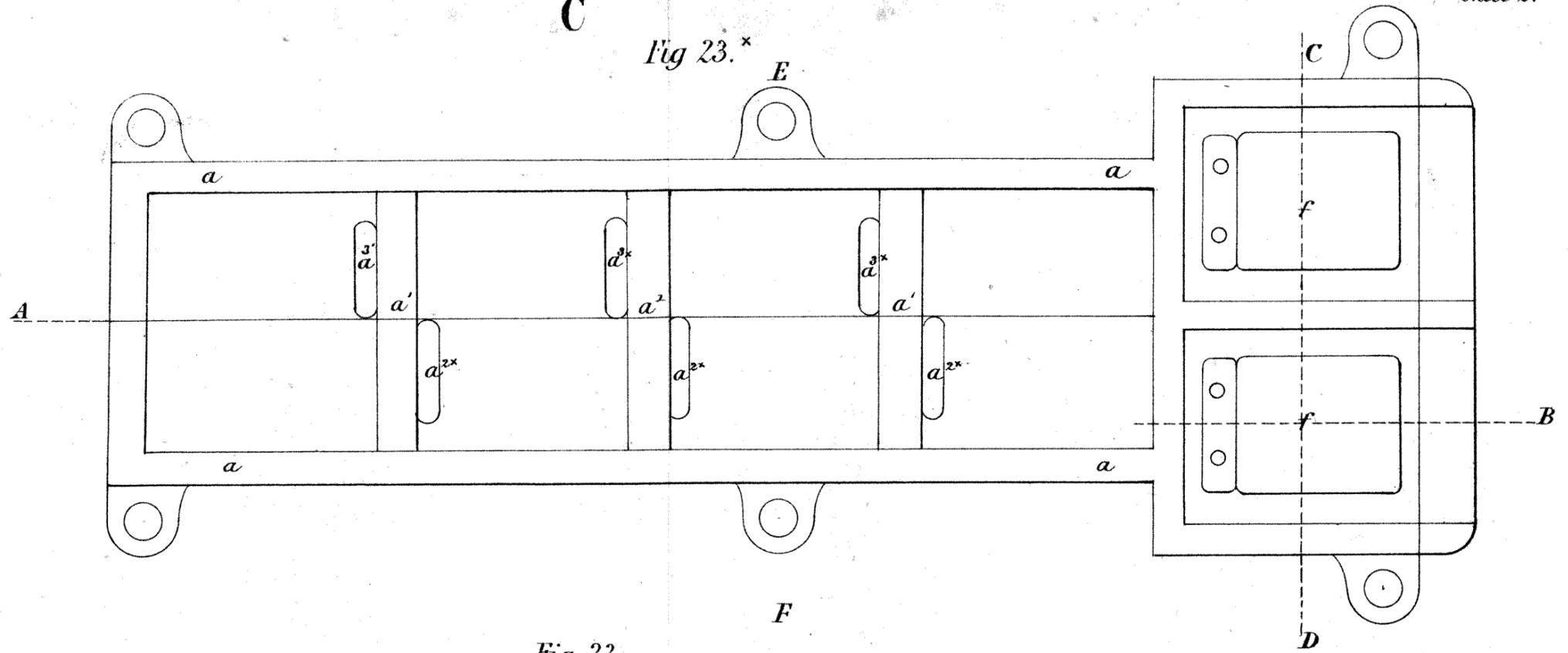


Fig 23.

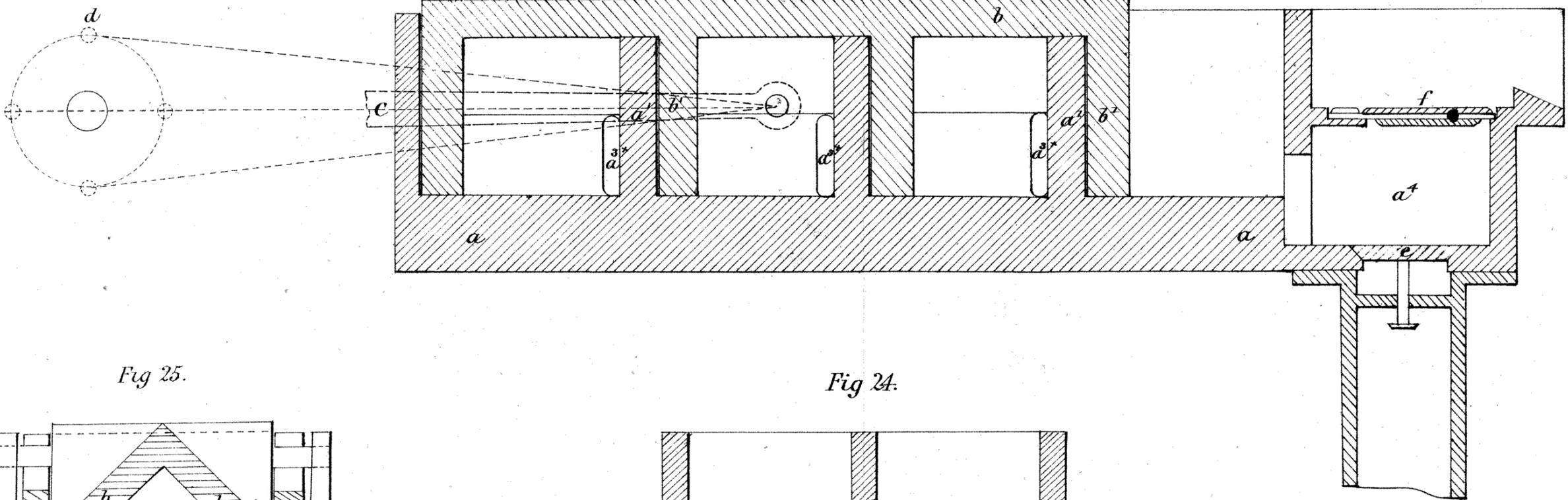
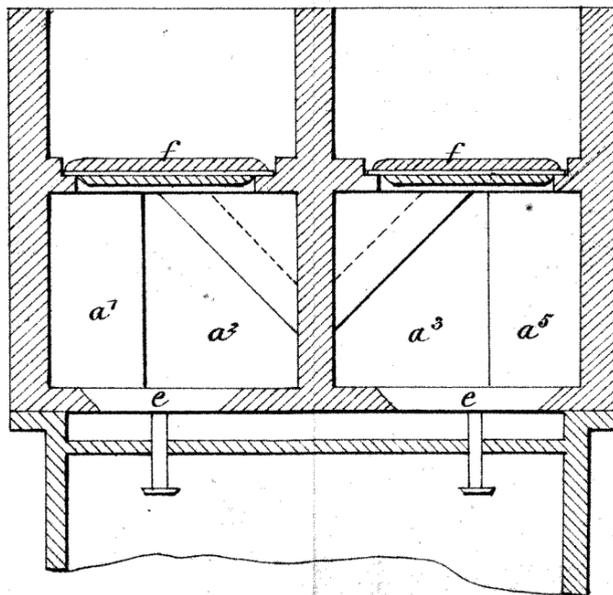
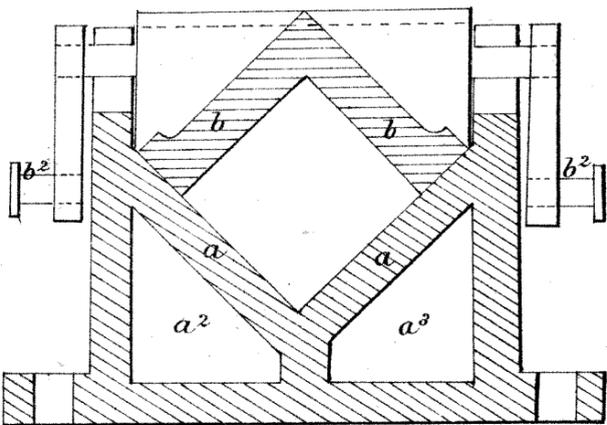


Fig 24.

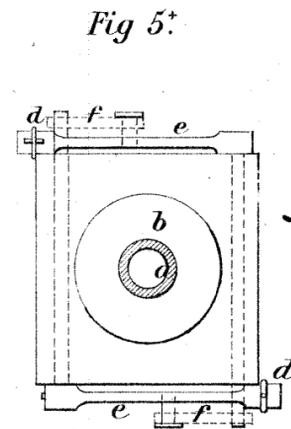
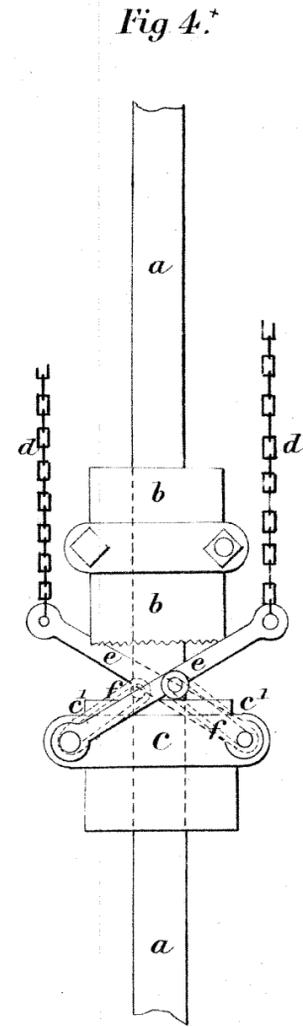
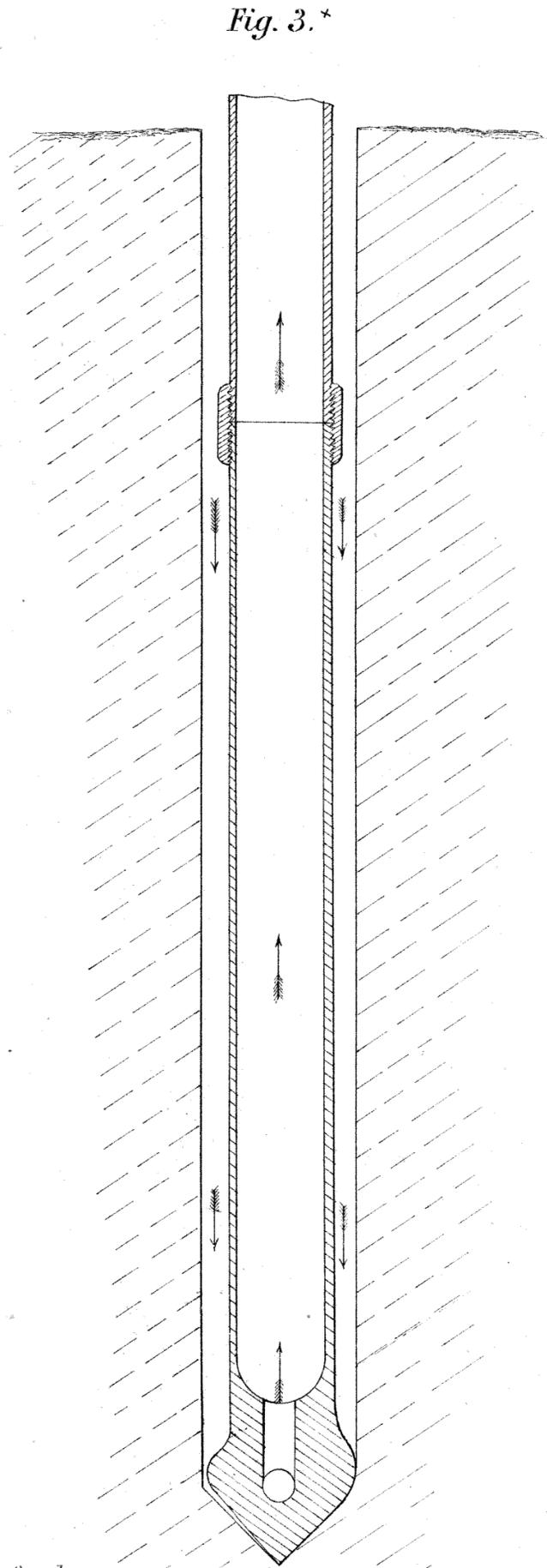
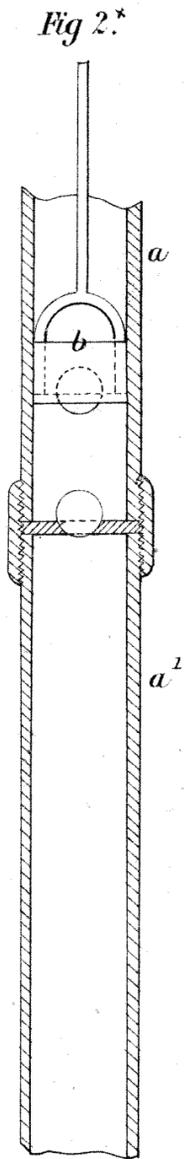
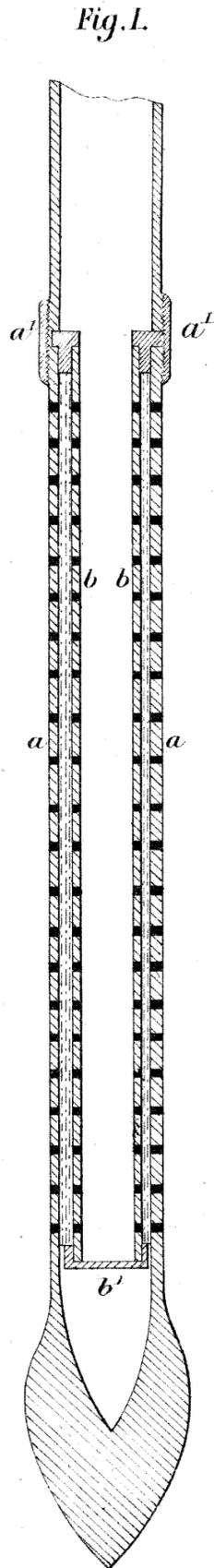
Fig 25.



James Lee Norton
by his attorney
J. W. Sprague

This is the Paper of Drawings marked C referred to in the annexed Letters of Registration granted to James Lee Norton this ninth day of September 1868.

Signed



This is the Paper of Drawings marked B. referred to in the annexed Letters of Registration granted to James Lee Norton this ninth day of September 1868.

(Signed)

*James Lee Norton
by his attorney
Wm. Sprunt*



A.D. 1868, 28th September. No. 184.

IMPROVEMENTS IN WATER-CLOSETS.

LETTERS OF REGISTRATION to Henry James and Edward Drewett, for
Improvements in Water-closets.

[Registered on the 28th day of September, A.D. 1868, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a Member of Her Majesty's Most Honorable Privy Council in Ireland, Governor and Commander-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS HENRY JAMES and EDWARD DREWETT, of Weybridge, in the County of Surrey, England, have by their Petition humbly represented to me that they are the authors or designers of a certain invention or improvement in manufactures, that is to say, "Of an invention for improvements in water-closets," which is more particularly described in the specification and paper of drawings which are hereunto annexed ; and that they, the said Petitioners, have deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four ; and have humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to them for a period of fourteen years : And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said Henry James and Edward Drewett, their executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said Henry James and Edward Drewett, their executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years

276—G (3) from

Improvements in Water-closets.

from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Henry James and Edward Drewett shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this twenty-eighth day of September, in the year of our Lord one thousand eight hundred and sixty-eight.

(L.S.)

BELMORE.

TO ALL TO WHOM IT MAY CONCERN, be it known that we, HENRY JAMES and EDWARD DREWETT, of Weybridge, in the County of Surrey, England, have invented or discovered new and useful improvements in water-closets; and we, the said Henry James and Edward Drewett, do hereby declare that the nature of the said invention, and in what manner the same is to be performed, to be particularly described and ascertained in and by the following statement thereof (that is to say):—

THIS invention has for its object improvements in water-closets. In water-closets, as at present constructed, the pan is necessarily open at the top when the valve at the bottom of the pan is open, and consequently an escape of foul air results from the opening of the valve. Now, according to our invention, we arrange the handle by which the valve of the pan is opened at one side of the closet, so that it can be acted on when the flap or lid which closes the pan is shut down air-tight, and so as to prevent the escape of any foul gases. In order that the flap or lid may close perfectly air-tight an Indiarubber seating is provided.

Also, according to our invention, immediately under the seat of the closet, and fitting closely to it and around the pan, we arrange a trough for containing disinfecting material, which at once deodorizes any gases which may issue from the pan on the opening of the valve. Also, we ventilate this trough which, when the flap or lid is shut, forms an enclosed chamber, by means of inlet and outlet air pipes, one or both of which may be fitted with valves in connexion with the flap or lid, so that when the flap or lid is open, and the closet in use, the air pipe or pipes may be closed; but when the flap or lid is shut down the air valve or valves are open to ensure the thorough ventilation of the enclosed chamber around the pan.

Having thus described the nature of our invention we will proceed to describe more fully the manner of performing the same.

DESCRIPTION OF THE DRAWINGS.

Figure 1 shows a front elevation partly in section, and figure 2 a side elevation of a water-closet, constructed according to our invention. In these figures *a* is the pan of the closet, the valve of which is contained in the case *b*. On the spindle of the valve is a slotted arm *b'*, as is usual, and into the slot in this arm a pin, carried by the lever *c*, enters; this lever is at its end connected by a rod *d* to the knob or handle *d*, which, in place of being below the lid of the closet, as heretofore usual, is on one side of the lid, so that the handle may be raised when the lid is closed. The central part of the under side of the lid is partially lined or covered with Indiarubber or other material *e*, which, when the lid is closed, is pressed into contact with the seat of the closet, so as to make a tight joint all around the pan; when the lid is closed it is retained by two spring catches *ff*, one on each side of the closet. These catches, when it is desired to open the lid, are withdrawn by raising the handle *g*; which is on the opposite side of the closet, to the handle *d*; and in order that it may be known which handle is to be raised to release the lid, plain instructions, such as "Pull to open the lid" are marked on or near to the handle *g*; the manner in which the raising of the handle *g* causes the springs carrying the catches *ff* to be pressed back, is clearly seen in figure 1. When the catches *ff* have been released by raising the handle *g*, the lid is slightly raised by two springs pressing upwards against the small metal-plates *h*, carried on the under side of the lid; the lid can then be raised in the usual way.

After the closet has been used the lid is to be shut closely down, and the handle *d* raised to allow the contents of the basin to pass down the soil-pipe. Any gas or vapour then arising from the sewer or cesspool into the pan is confined in the space or chamber *l*, between the lid of the closet and the tray or trough *k*, which is fitted closely around the pan and to the woodwork of the closet. This chamber we call the disinfecting or deodorizing chamber; from it two pipes are led to the atmosphere on the outside of the house. One pipe, which is marked *m*, is for admitting air to the chamber, and is led out through the wall of the house. The passage through this pipe can be opened or closed by the sliding-valve *m'*, which is worked from the lid of the closet, so that the passage through the pipe is open when the lid is closed, and is closed when the lid is open. The other pipe, which is marked *n*, is for allowing air to pass away from the chamber; this pipe is led up to the roof of the house, or to any other convenient spot, and an upward current may be established in it by any suitable means. A fine membranous or other valve may be applied at some point in this pipe to prevent any downward current of air; thus when the closet is in use all draught or current of air is arrested, but when the lid of the closet is closed the chamber *l* is put in free communication with the outer atmosphere. The manner in which the valve *m'* is opened and closed by the lowering and raising of the lid of the closet is seen most clearly in figure 2. The valve is formed of a flat plate *m'*, through which a hole *m''*, is formed. When the lid of the closet is closed this hole is brought to coincide with the passage through the pipe *m*, but when the lid of the closet is opened the plate *m'* is raised, and the passage through the pipe is thus closed. The raising and lowering of the plate is effected by a chain *o'* connected to the lower end of a lever-arm *o*, which is attached to the lid of the closet by a hinge-joint

Improvements in Water-closets.

hinge-joint, upon which the arm can turn a limited distance, so that too much movement may not be given to the valve. In addition to a free current of air being thus allowed to pass through the chamber *l*, when the lid of the closet is closed, charcoal or other deodorizing and disinfecting material may be placed in the chamber *l*, either directly on the tray *k*, which forms the bottom of this chamber, or in small trays suitably prepared for the purpose. The seat of the closet is made to turn up on hinges, or to be otherwise easily movable, so that the disinfecting material can readily be renewed when required.

The bottom of the tray *k* is made to incline to one spot, where a hole is made through the basin, so that, should any slops flow on to this tray, when slops are carelessly thrown into the basin or pan of the closet, they may flow back through this hole into the basin or pan.

HENRY JAMES.
EDWARD DREWETT.

This is the specification referred to in the annexed Letters of Registration, granted to Henry James and Edward Drewett this twenty-eighth day of September, 1868.

BELMORE.

REPORT.

Sydney, 7 September, 1868.

SIR,

In attention to your instructions of 2nd instant, respecting an application from Messrs. Henry James and Edward Drewett for Letters of Registration for improvements in water-closets, we do ourselves the honor to report that we have examined the plan and specification, and are of opinion that the improvements referred to are of sufficient merit to justify us in recommending that Letters of Registration be granted as applied for.

We have, &c.,

JAMES BARNET.
E. S. P. BEDFORD.

THE HONORABLE
THE COLONIAL SECRETARY.

[Drawings—one sheet.]

FIG. 1

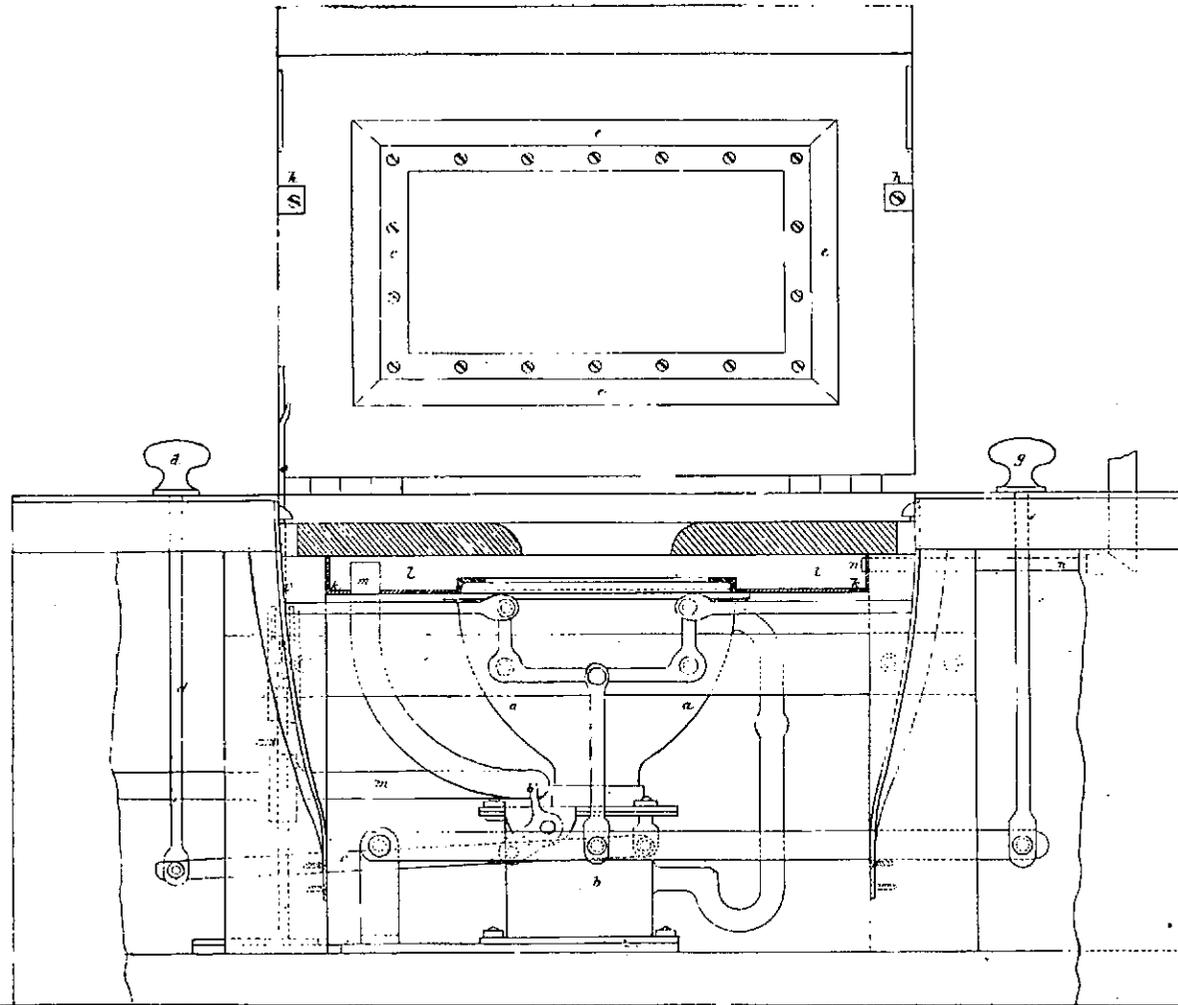


FIG. 2

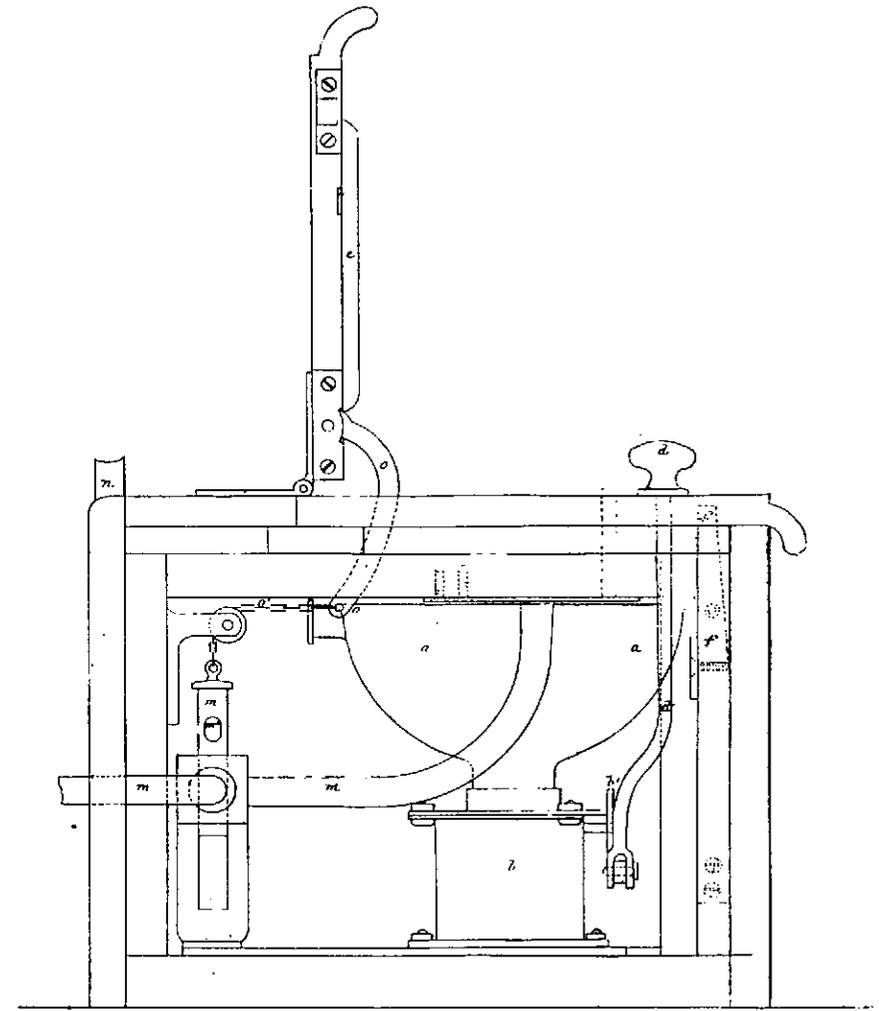


Photo-lithographed at the Govt Printing Office
 Sydney, N. S. Wales.

This is the Paper of Drawings referred to in the annexed Letters of Registration
 granted to Henry James and Edward Drowett this Twentyeighth day of September 1868
 Signed, *Belmore*



A.D. 1868, 28th September. No. 185.

VELOX, OR ANTI-CONCUSSION HORSE-SHOE.

LETTERS OF REGISTRATION to Louis Lawrence Smith, for an Invention of the Velox or Anti-Concussion Horse-shoe.

[Registered on the 29th day of September, A.D. 1868, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a Member of Her Majesty's Most Honorable Privy Council in Ireland, Governor and Commander-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting:

WHEREAS LOUIS LAWRENCE SMITH, of Melbourne, in the Colony of Victoria, medical practitioner, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, "Of an invention for the velox or anti-concussion horse-shoe," which is more particularly described in the specification which is hereunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said Louis Lawrence Smith, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement, for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said Louis Lawrence Smith, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Louis Lawrence Smith shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this twenty-eighth day of September, in the year of our Lord one thousand eight hundred and sixty-eight.

(L.S.)

BELMORE.

The Velox or Anti-concussion Horse-shoe.

SPECIFICATION of an invention intituled "The velox or anti-concussion horse-shoe."

I, LOUIS LAWRENCE SMITH, of Melbourne, in the Colony of Victoria, medical practitioner, do hereby declare that the nature of my said invention, and the manner in which the same is to be performed, is particularly described and ascertained in and by the following statement (that is to say) :—

My invention consists of a method of applying an elastic substance between the foot and the shoe, to prevent concussion on striking the ground, and also an improved form of iron or other material in making the shoe, which materially decreases the weight hitherto attached to the foot by the old system of shoeing, whilst my invention increases the strength as well as the traction. A thin layer of Indiarubber (galvanized or otherwise), cork, whalebone, gutta percha, papier mâché, or some elastic substance varying in thickness, is placed on the sole of the foot and over the toe, resembling the shoe in shape, thus giving elasticity between the foot and the shoe at every point where there would be contact between the unyielding horn of the foot and the hard substance of the shoe. Although not absolutely essential, an adhesive solution can be applied on each surface of the elastic layer, for the purpose of blending together the hoof, the layer, and the shoe. In the margin* hereof I have shown a sketch of my shoe, and the method of attaching it to the foot; figure A shows the construction of the foot and the way in which the nails are inserted, so that the elastic principle is preserved. The shoe may be either in two pieces (see D) or in one. The top of the nail C is circular, so as to admit of play, the head to be imbedded in the shoe so as not to be struck by the ground at the fall of the foot; the irregular surfaces (see section E) may be varied according to soil or circumstances. It is my intention to deposit a model of my invention at the time of the hearing. The shoe, when for ordinary purposes, is to be made of half round iron, or of triangular shape, &c. (see sketch in margin.)* If of a circular shape the convex surface to be that placed in contact with the ground; this will prevent the tendency, so much to be regretted in the old shoe, of picking up and retaining stones which often get jammed in the inner rim, and takes away a large proportion of the weight of the old-fashioned shoe, without diminishing in any way the strength; moreover, the convex or other irregular surfaces will obtain a firmer grip than a plain, especially going up or down hill. I use as an alternative to the convex and other shaped surfaces a zig-zag edge, by which a firmer hold on the ground is obtained.

The construction of my shoe may be varied to suit the circumstances of the racehorse, when in lieu of metal, bone, ivory, whalebone, papier mâché, &c., may be used to ensure free action to the limbs and avoid the danger of plates twisting. My intermediate elastic layer will be found to prevent horses breaking down however hard the course may be. I do not confine myself to any particular shape of shoe, nor to any particular material or construction, but I claim as my invention :—

- 1st. The use of an intermediate material as before described.
- 2nd. The method of fixing the shoes to the feet.
- 3rd. The irregular shape of the shoe, which lessens the weight, and secures a firmer hold of the ground.

In witness hereof I, the said Louis Lawrence Smith, have hereunto attached my name and seal, this fourth day of September, one thousand eight hundred and sixty-eight.

LOUIS L. SMITH.

This is the specification referred to in the annexed Letters of Registration, granted to Louis Lawrence Smith this twenty-eighth day of September, 1868.

BELMORE.

REPORT.

Sydney, 8 September, 1868.

SIR,

In compliance with your instructions of the 4th instant, we have examined Dr. L. L. Smith's specification and patterns of an invention styled by him "The velox or anti-concussion horse-shoe," and beg leave to report that the invention appears to possess sufficient novelty and usefulness to warrant the issue of Letters Patent; and that we recommend accordingly.

We have, &c.,

THE HONORABLE
THE COLONIAL SECRETARY.

JOHN McCLERIE, I.G.P.
HENRY HALLORAN.

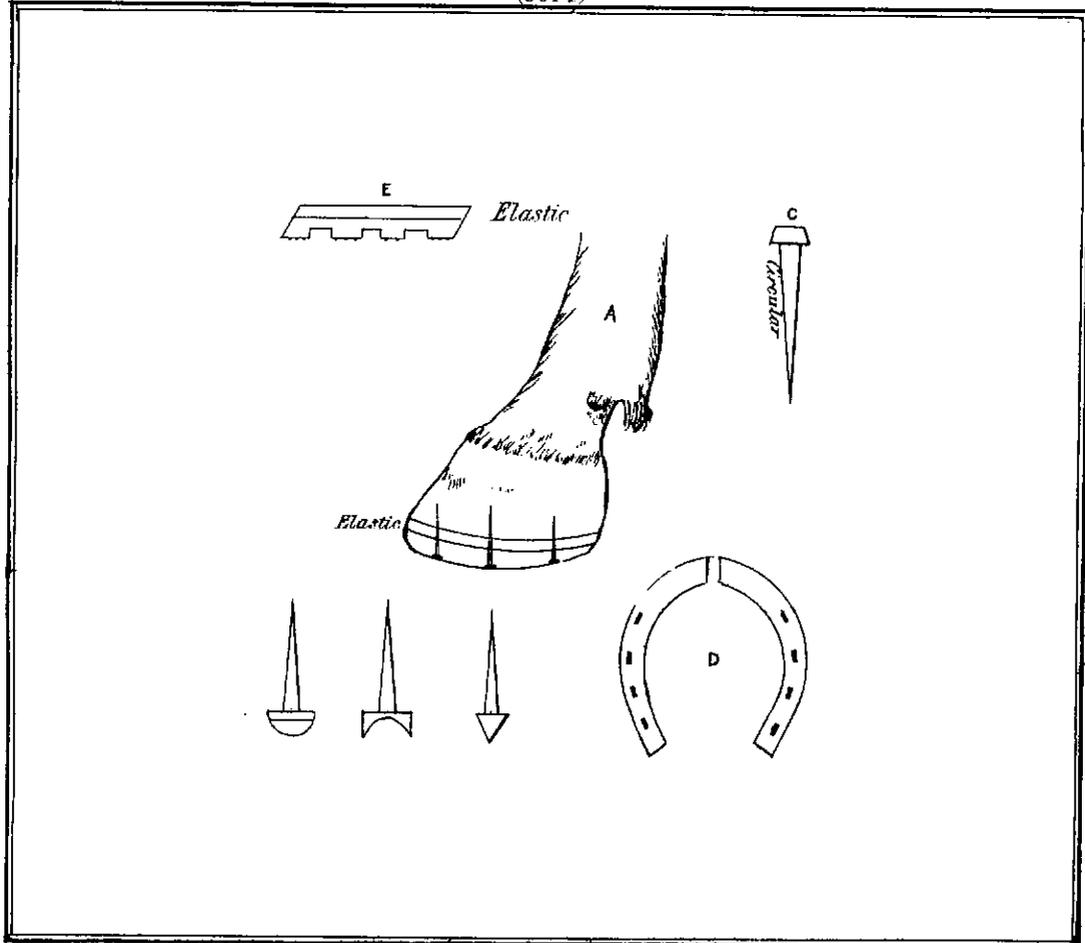
[Drawings—one sheet.]

No. 186.

[Assignment of No. 159. See page 93 of this Return.]

Nº 185

(COPY)





A.D. 1868, 30th September. No. 187.

IMPROVEMENTS IN THE PRESERVATION OF MEAT.

**LETTERS OF REGISTRATION to James Manning and Elvine Wood Lang, for
Improvements in the preservation of Meat.**

[Registered on the 2nd day of October, A.D. 1868, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a Member of Her Majesty's Most Honorable Privy Council in Ireland, Governor and Commander-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS JAMES MANNING, of Panbula, in the Colony of New South Wales, gentleman, and ELVINE WOOD LANG, of Homebush, near Sydney, in the said Colony, gentleman, have by their Petition humbly represented to me that they are the authors or designers of a certain invention or improvement in manufactures, that is to say, "Of an invention intituled improvements in the preservation of meat," which is more particularly described in the specification hereunto annexed; and that they, the said Petitioners, have deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteen Victoria, number twenty-four; and have humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to them for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said James Manning and Elvine Wood Lang, their executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said James Manning

Improvements in the preservation of Meat.

and Elvine Wood Lang, their executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during, and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said James Manning and Elvine Wood Lang shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court, at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this thirtieth day of September, in the year of our Lord one thousand eight hundred and sixty-eight.

(L.S.)

BELMORE.

SPECIFICATION of James Manning, of Panbula, in the Colony of New South Wales, gentleman, and Elvine Wood Lang, of Homebush, near Sydney, in the said Colony, gentleman, for an invention intituled "Improvements in the preservation of meat."

OUR invention consists of certain improvements in the preservation of meat, the essence of which consists in the preparation of a novel preservative solution, whilst the remaining portion of our invention consists in the preparation of an anti-corrosive and insoluble enamel for the purpose of coating the tin vessels in which the meat to be preserved is packed.

First. The novel preservative solution consists in the combination of sulphite of potash and sulphate of potash with an alkali in the manner and proportions following:—We place three-quarters of a pound of sulphite of potash in just sufficient warm water as will dissolve it, and we also dissolve one pound of the sulphate of potash in a similar manner. We then add three and a half ounces of carbonate of soda, or a similar quantity of either carbonate of potash or carbonate of ammonia, or seven-eighths of an ounce of caustic potash. We then mix the whole together, and add about three quarts of hot water, permitting it to cool until it is a little above blood heat, when it is ready for use. This quantity would be about sufficient for one hundred pounds of meat.

The meat to be preserved must be quite fresh and free from salt, and may be cut into joints, steaks, or chops, as may be required. It is then immersed in the above solution for from six to seven hours, the solution being well stirred, and the position of the meat being altered at least once in every half hour. At the end of this period the meat will be perfectly cured.

It is not absolutely necessary to extract the bones from meat, as they and the marrow will be perfectly cured under the same process; but it is necessary that all the vessels used in this process, and in which the meat is packed, should be perfectly clean and free from salt and saltpetre.

When the solution has been once used it can be boiled again for about ten minutes, and carefully skimmed until it becomes quite clear, when it may be re-used by adding a solution of one half the quantity of ingredients used in the first instance.

The combination of sulphite of potash with sulphate of potash alone would make a preservative solution, but there would be a bitter taste inseparably imparted to the meat, which it is very desirable to avoid, consequently we use an alkali (preferring those we have mentioned) as a means of taking up all the sulphurous acid set free by the deoxidation of the meat and liquor on the potash salts, and so preventing the generation of those bitter sulphurets which impart their bitterness to the meat. The use of an alkali also prevents the generation of sulphuretted hydrogen gas, which might otherwise occur under certain circumstances.

Second. The anti-corrosive and insoluble enamel consists of a combination of spirits of wine, shellac, sanderac, dragon's blood, and fine sand, in the following manner and proportions:—We take five gallons of spirits of wine 55° overproof, and to this we add the following ingredients in a finely-powdered state: Two and a half pounds of shellac, two and a half pounds of sanderac, one and a half pound of dragon's blood, and six pounds of white sand. They should be well mixed together in a close vessel, and frequently shook about for from three to six days. The clear liquor (which will then have formed itself into a kind of varnish) should then be poured off and the remainder filtered.

This liquid is prepared to prevent the injurious results which arise from packing meat preserved by our solution in tin vessels. It is needful, therefore, that the whole of the surfaces of these tin vessels, which will be exposed to the action of our solution, should be carefully coated with the liquid varnish just described, care being taken that those parts which are to be soldered together are not touched with it. This is accomplished by the use of a brush around those parts, whilst the remainder may be just washed in the liquid coating. The tins must be then allowed to drain and placed in a quick oven for about thirty to sixty minutes, the oven being at such a heat as not to melt the solder. This will have the effect of converting the liquid coating into an insoluble enamel.

After the tins have cooled they can be packed full of meat after the same has been drained, say over a sieve. The tins are then closed with a lid having a small hole in the centre, through which, after soldering, they can be quite filled with the preserving solution; and over such small hole (which should be about the size of a sixpence) we place another lid, about the size of a half-crown piece, punctured in the centre with a small pin-hole to let out any remaining air, such small lid being soldered on over the liquor-hole of the under or main lid; then the air being pressed out with the finger over the last-named lid, a drop of solder is melted on and finally closes the package for good.

When the meat is required to be used it is to be taken out of the tins and washed or dipped for a few minutes in either salt and water, dilute citric acid, or in common vinegar and water, in order to cleanse it from the preserving solution, and it is then in a fit state to be cooked as ordinary fresh meat.

Having

Improvements in the preservation of Meat.

Having thus described the nature of the invention, and the manner of performing same, we would have it understood that we do not confine ourselves to the precise details here given, such as the exact proportions of the ingredients forming our preserving solution and insoluble enamel, or the precise period during which the meat to be preserved is to be subjected to the action of the solution, or the tins to the power of heat in an oven, although in each case we have stated what we believe to be the best.

- We claim—1st. The combination of an alkali with sulphite and sulphate of potash in solution, for the purpose of preserving meat substantially as herein described and explained.
2nd. The combination of substances herein mentioned, and method of hardening same, so as to form an insoluble enamel to be used in the manner and for the purpose substantially as herein described and explained.

In witness whereof we, the said James Manning and Elvine Wood Lang, have hereto set our hands and seals this thirtieth day of April, one thousand eight hundred and sixty-eight.

JAMES MANNING. (L.S.)
ELVINE WOOD LANG. (L.S.)

This is the specification referred to in the annexed Letters of Registration, granted to James Manning and Elvine Wood Lang this thirtieth day of September, 1868.

BELMORE.

REPORT.

Sydney, 27 May, 1869.

SIR,

In compliance with your request we have examined the application of Messrs. Manning and Lang for Letters of Registration for "Improvements in the preservation of meat," and we have now the honor to report as follows:—

The specification describes certain improvements on a process for which Mr. Elvine Wood Lang obtained Letters of Registration in August, 1867. We learn, however, from Mr. Lang, that he repudiates this application made in the joint names of Mr. Manning and himself, and he asserts that it was made without his knowledge or authority, his signature to the specification and petition being given (he says) on the understanding that they were for an application to be made in Melbourne; and it will be observed that the application is lodged, and the money on account of it paid to the Treasury by a Melbourne Patent agent, although both gentlemen are at present resident in this Colony.

Under these circumstances we must recommend that this application for Letters of Registration be declined.

We have, &c.,

THE HONORABLE
THE COLONIAL SECRETARY.

J. SMITH.
ISAAC AARON.

Sydney, 17 July, 1868.

SIR,

In returning the papers connected with the applications of Messrs. Manning and Lang, and Mr. Richard Lang, for Letters of Registration for "Improvements in the preservation of meat," we have the honor to state, for the information of the Colonial Secretary, that the processes for preserving meat, described in the two specifications, are substantially the same; and (having withdrawn certain objections that we raised to the application of Messrs. Manning and Lang) we see no other grounds for preferring the one to the other, except priority of application. The two came into our hands at the same time, but we believe Messrs. Manning and Lang's was lodged with the Colonial Secretary earlier than the other. If this be so, and if Letters of Registration be thereupon granted to Messrs. Manning and Lang, we see no grounds on which similar letters can be granted to Mr. Richard Lang.

We have, &c.,

THE PRINCIPAL
UNDER SECRETARY.

J. SMITH.
ISAAC AARON.



A.D. 1868, 2nd November. No. 188.

THE GOLD-FINDER.

LETTERS OF REGISTRATION to Henry Manning, for an Invention intituled
"The Gold-finder."

[Registered on the 3rd day of November, A.D. 1866, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a Member of Her Majesty's Most Honorable Privy Council in Ireland, Governor and Commander-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS HENRY MANNING, of Nelligen, in the Colony of New South Wales, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, "Of an invention intituled 'The Gold-finder,' an improved apparatus for prospecting in wet ground," which is more particularly described in the specification hereunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said Henry Manning, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement, for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said Henry Manning, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Henry Manning shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court, at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this second day of November, in the year of our Lord one thousand eight hundred and sixty-eight.

(L.S.)

BELMORE.

The Gold-finder.

THE GOLD-FINDER.

ABDC, CDEF, EFGH, and GHKJ, are three or more casings to be used in prospecting for minerals, &c., in wet ground, and are of sufficient measurement to admit the easy use of mining tools by the miner within their sides, and may be any shape from a perfect round to a square, and about 5 feet deep each, the second being so much smaller than the first that it passes close to but easily through the first, until its upper flange rest, by the gradual digging operation, on the bottom flange of 1st casing, the 3rd performing the same part towards the 2nd, and the 4th towards the 3rd, till the bottom is reached, when the gold or other materials are sought for.

OOO are each bands for strengthening sides in midway, and are placed inside so as to leave a smooth surface outside, rendering both the descent in working, and the after withdrawal of these casings when work is completed, as easy as possible.

The flange at top and bottom of each casing, besides strengthening each, will support them together, when the drawing up of bottom casing might cause a slip of earth, and thereby entail a loss of labour.

SS are lugs to fasten hooks to to draw up each casing in succession, after bottom has been prospected.

Water and earth are removed by the usual efficient method.

It will thus be evident that in all wet claims, which it has hitherto been impossible to prospect, the use of this telescopic apparatus will be efficient, as both water and drift sand from lateral entrance is resisted, and the prospector can securely reach the bottom without fear of falling sides or loss of labour, and a speedy and cheap means is afforded for ascertaining the value of supposed auriferous lands.

All these circumstances place the use of "the gold-finder" in advance of existing plans common to this and other gold countries.

HENRY MANNING.

Nelligen, N.S. Wales, Sept. 1st., 1868.

This is the specification referred to in the annexed Letters of Registration, granted to Henry Manning this second day of November, 1868.

BELMORE.

REPORT.

Sydney, 22 September, 1868.

SIR,

The application of Mr. Henry Manning, for Letters of Registration for an apparatus called "A gold-finder," having been referred to us, we have the honor to report that we have examined the drawing and specification accompanying the application, and see no objection to the granting of Letters of Registration as desired.

We have, &c.,

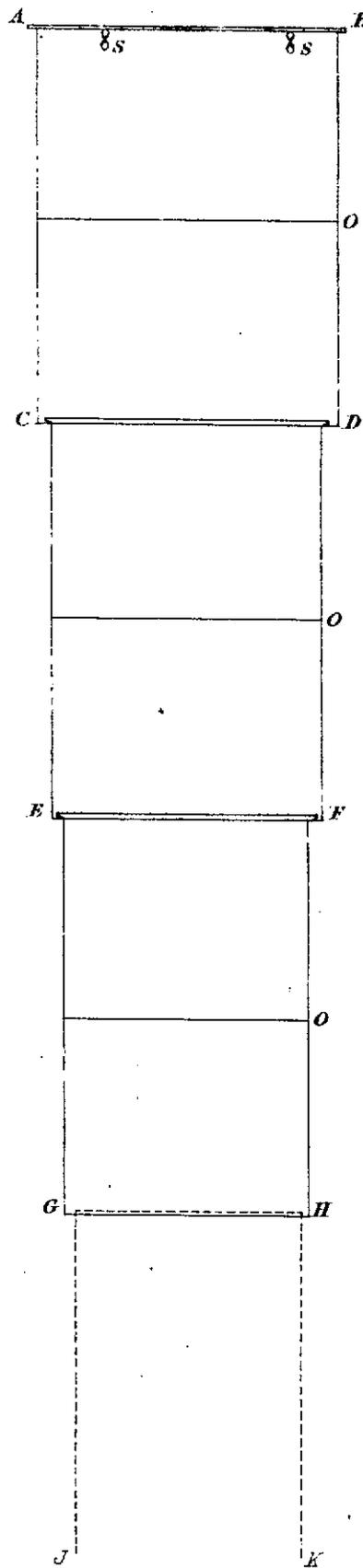
THE PRINCIPAL
UNDER SECRETARY.

J. SMITH.
JAMES BARNET.

[Drawings—one sheet.]

(COPY)

THE GOLD FINDER.



SIGNED *Henry Manning*
Nelligen N.S. Wales.
Sept. 1st 1868.



A.D. 1868, 3rd November. No. 189.

CENTRIFUGAL SUGAR-WASHING MACHINES.

LETTERS OF REGISTRATION to Thomas Egenton Hogg, for an Improvement in the construction of centrifugal Sugar-washing Machines.

[Registered on the 4th day of November, A.D. 1868, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a Member of Her Majesty's Most Honorable Privy Council in Ireland, Governor and Commander-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS THOMAS EGENTON HOGG, of New York, in the United States of America, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, "Of an invention intituled an improvement in the construction of centrifugal sugar-washing machines," which is more particularly described in the specification and the drawing which are hereunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these letters of Registration grant, unto the said Thomas Egenton Hogg, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement, for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said Thomas Egenton Hogg, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Thomas Egenton Hogg shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this third day of November, in the year of our Lord one thousand eight hundred and sixty-eight.

(L.S.)

BELMORE.

Improvement in construction of centrifugal Sugar-washing Machines.

SPECIFICATION of THOMAS EGENTON HOGG, of New York, in the United States of America, for an invention intituled, "An improvement in the construction of centrifugal sugar-washing machines."

My invention consists of an improvement in the construction of centrifugal sugar-washing machines, for the purpose of enabling a wall of dry sugar of uniform thickness to be formed around the inner periphery of the rotating tub of such machines. This permits of the cleansing and purifying of the crude dry brown sugars without recrystallising them.

Referring to the drawings hereto annexed, A is a fixed tub, B is a perforated tub, rotating upon spindle C, and supported by fixed cone D, E is my cylindrical cone or wall-former, F are elastic wires, or slips of steel, and G is the position of attachment for the rope suspending the wall-former.

When the apparatus is in use the sugar is dropped from a charger into the perforated tub B until it is about three quarters full. Power is then applied, and this tub is caused to rotate at the rate of about ten or fifteen times per minute; this speed is gradually increased. The sugar then begins to form itself into a wall around the inner periphery of the tub B, by reason of the centrifugal force thus brought into play. Whilst this is the case I slowly lift the wall-former E by means of a cord or rope passing over a pulley, and attached at G. By the combined action of this wall-former and the rotating tub the wall of sugar is formed of an uniform thickness, which is the end desired by my invention, in order that the sugar may be equally worked,

The cylindrical cone or wall-former E, should be made of tinned iron, and so constructed as that when in position its diameter corresponds with the perpendicular axis of the rotating tub B, and also in such a manner as that there shall be a sufficient space between it and the inner periphery of the rotating tub to permit of the formation of the wall of sugar of the thickness desired. It may be introduced into any rotating tub without alteration, and the tub may be used either for dry or wet sugars.

The elastic wires, or slips of steel F, are firmly attached to the fixed cone D, and are for the purpose of fixing the wall-former in its place and rendering it more easily removable.

The inner cone D may be dispensed with if some equivalent means of keeping the wall-former in position be supplied.

All the parts may be made of any suitable material and of any desired size, and the various details shown may be altered or varied without departing from the nature of my invention. I wish it however to be distinctly understood that I do not claim to be the inventor of sugar-washing machines in which centrifugal force is applied, but I claim the introduction of wall-former E into centrifugal sugar-washing machines, constructed and worked in the manner and for the purposes substantially as herein described and explained.

This is the specification referred to in the annexed Letters of Registration, granted to Thomas Egenton Hogg this third day of November, 1868.

BELMORE.

REPORT.

Sydney, 24 September, 1868.

SIR,

The application of Mr. Thomas E. Hogg, for Letters of Registration for "An improvement in the construction of centrifugal sugar-washing machines," having been referred to us, we have the honor to report that we have examined the specification and drawing accompanying the application, and see no objection to Letters of Registration being granted as desired.

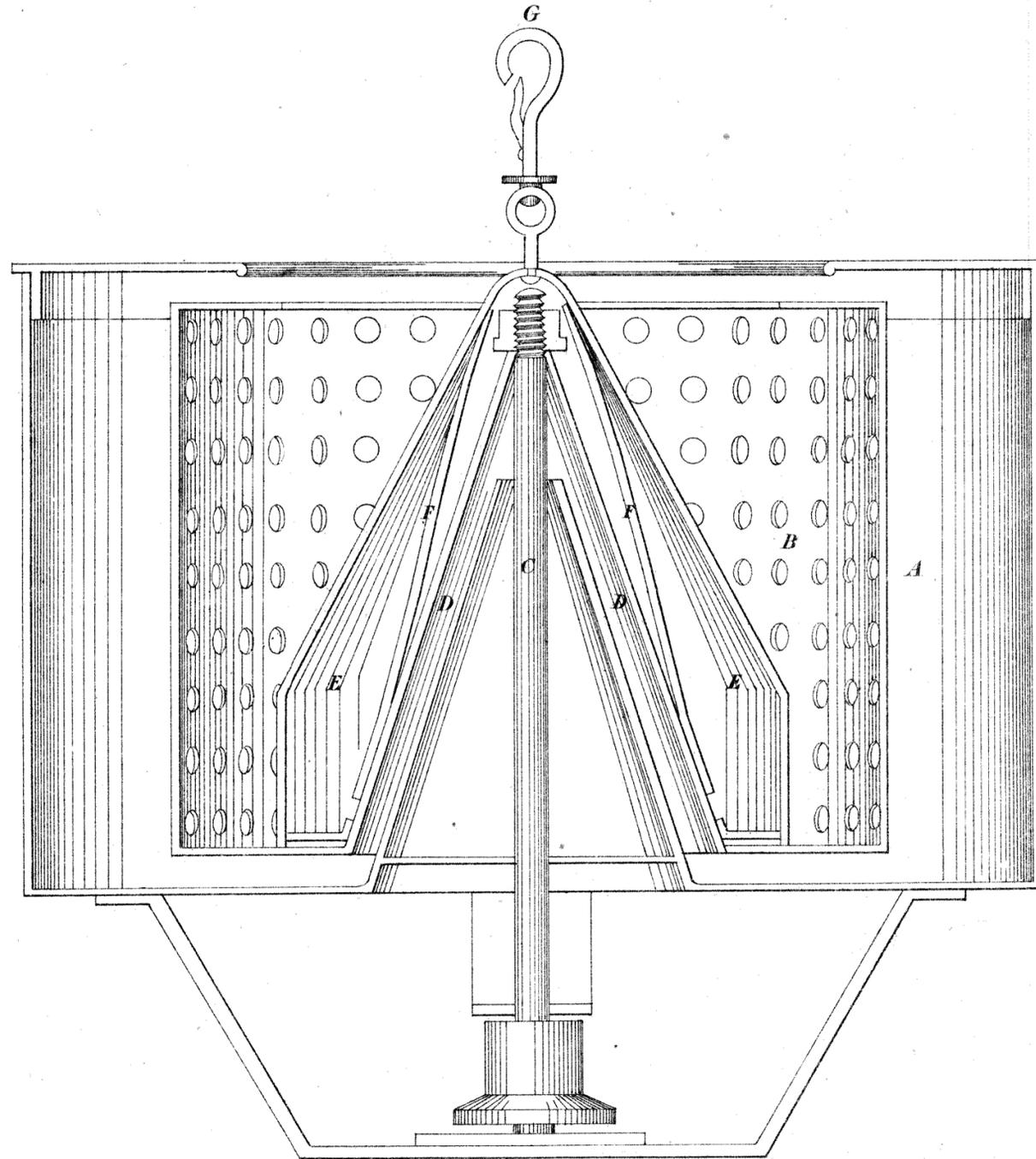
We have, &c.,

THE PRINCIPAL
UNDER SECRETARY.

J. SMITH.
GOTHER K. MANN.

[Drawing—one sheet.]

HOGG'S PATENT



*This is the Drawing referred to in the annexed
Letters of Registration granted to Thomas Egerton
Hogg this Third day of November 1868.*

(Signed)

Belmore



A.D. 1868, 7th December. No. 190.

ORE-DRESSING, &c.

LETTERS OF REGISTRATION to Benjamin Rogers Brown, for Ore-dressing, &c.

[Registered on the 9th day of December, A.D. 1868, in pursuance of the Act 16 Vict., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a Member of Her Majesty's Most Honorable Privy Council in Ireland, Governor and Commander-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting:

WHEREAS BENJAMIN ROGERS BROWN, of the City of Sydney, in the Colony of New South Wales, gentleman, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, "Of an invention or improvement in machinery for the purpose of separating ores of the precious and other metals from their matrices and also from each other, and for other purposes, such as are known by the terms 'ore-dressing, ore-washing, and concentrating,'" which is more particularly described in the specification and drawings which are hereunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the same, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said Benjamin Rogers Brown, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said Benjamin Rogers Brown, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Benjamin Rogers Brown shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this seventh day of December, in the year of our Lord one thousand eight hundred and sixty-eight.

(L.S.)

BELMORE.

Ore-dressing, Ore-washing, and concentrating.

(A.)

SPECIFICATION of a patent for improvements in concentrators, by Benjamin Rogers Brown.

THIS invention refers to machinery for the purpose of separating ores of the precious and other metals from their matrices, and also from each other, and for other purposes such as are known by the terms "ore-dressing, ore-washing, and concentrating," in which the operation is performed by means of a pan of a circular or of other suitable form, oscillating about a central pin, discharging the waste at a central discharge orifice, and the concentrated ore at the periphery.

In such machines my improvements consist,—

1. In the use of a pan having a single outer rim within which is a trough of which the depth is not uniform but is shallowest at the part opposite to the discharge orifice for the concentrated matters, from which place the depth gradually increases on both sides till it reaches the place where the aforesaid discharge orifice is situated.

2. In the use of a curvilinear bottom to the pan for the purpose of giving a more precipitous descent near the centre, and thus forcing the concentrated matters towards the periphery.

3. In the use of a rotary distributor, consisting of a pipe or channel leading from a central receiver to a distributor near the periphery of the pan, which distributes the matters to be concentrated over the pan by travelling slowly round, being driven by pauls which catch in ratchet-teeth on the upper edge of the outer rim of the pan.

4. In the use of stirrers attached to the rotary distributors, and revolving slowly with it, and by the same method of propulsion.

The following is a description of the drawing of my invention accompanying this specification :—

Figure 1 represents a vertical elevation, of which part is in section, and figure 2 represents a plan of a machine containing my improvements. The letters of reference are the same in both figures. The material to be concentrated, together with a supply of water, is introduced by a trough or launder L, to the central receptacle A, which is placed round but not fixed to the central pin or vertical axis X; from this receptacle A the material runs through the distributor B, which in these figures is represented as a tee-shaped pipe, having holes K perforated through the bottom of the cross-piece. The distributor B is moved slowly round near the periphery of the pan by means of the pauls C, which being caught by the ratchet-teeth E, formed on the rim of the pan, push forward the distributor a distance corresponding to the travel of the pan at each forward motion. From the holes K the material is dropped into the pan over the edge G, through the bowl O, out at the central discharge H; M represents the space occupied by the waste material; N represents the position assumed by the concentrated material, which is continuously discharged as it accumulates at the adjustable aperture I; T represents the outer trough deepest near the aperture I, and ascending till it becomes shallowest on the other side of the pan, near the driving-shaft Y, as shown by the rise in its under side VW. The stirrers S, shown both in plan and elevation, are attached to the base of the receptacle A, and with it are slowly rotated round the axis X through the action of the pauls C and ratchet-teeth E. The oscillation of the pan is communicated from the revolving driving-shaft Y by the crank Q and connecting rod R, which is attached to the pan at Z. The section of the pan from F to G shows the curvilinear shape of the bottom, which gives greater precipitancy near G than if the ascent were gradual. U represents the aperture for the withdrawal of mercury, should such be used or find its way into the pan. The revolution of the distributor is shown by its being drawn in two opposite positions in the two figures. I claim as my invention

- 1st. The curvilinear bottom to the pan.
- 2nd. The inequality in the depth of the trough.
- 3rd. The use of a single rim to the pan.
- 4th. The use of the pauls and of the ratchet-teeth on the rim of the pan.
- 5th. The rotary distributor.
- 6th. The rotary stirrers.

I do not confine myself to the exact details here given.

This is the specification referred to in the annexed Letters of Registration, granted to Benjamin Rogers Brown this seventh day of December, 1868.

BELMORE.

REPORT.

Phillip-street, Sydney, 6 November, 1868.

SIR,

Having, in attention to the minute of The Honorable the Colonial Secretary, of the 30th ult., examined the plans and specification accompanying the application of Mr. Benjamin Rogers Brown, for Letters of Registration for an invention in machinery for separating ores of precious metals from their matrices, we have the honor to report that we see no objection to the prayer of the petition being granted.

We have, &c.,

THE PRINCIPAL
UNDER SECRETARY.

E. O. MORIARTY.
D. C. DALGLEISH.

B

FIGURE 1

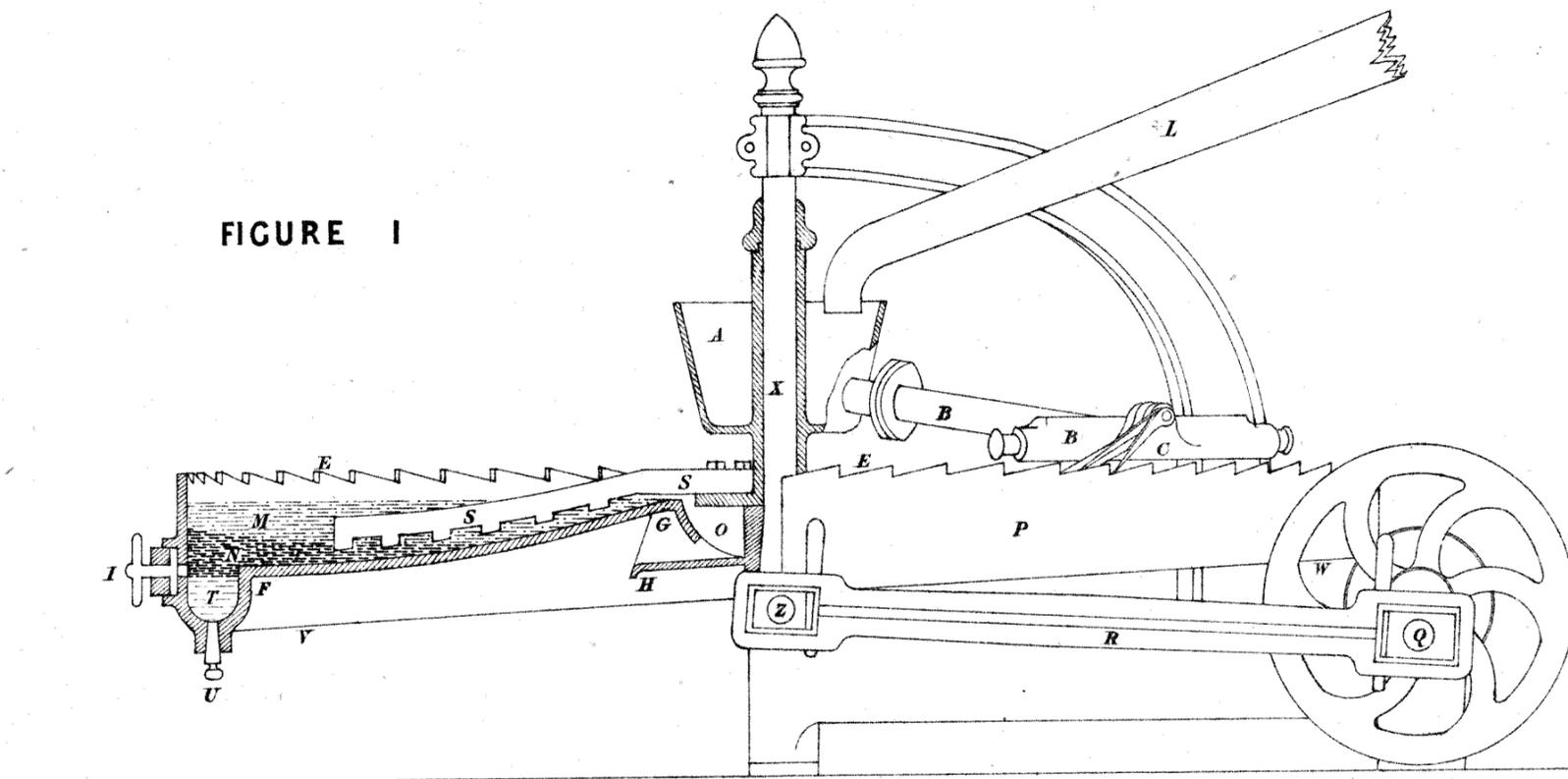
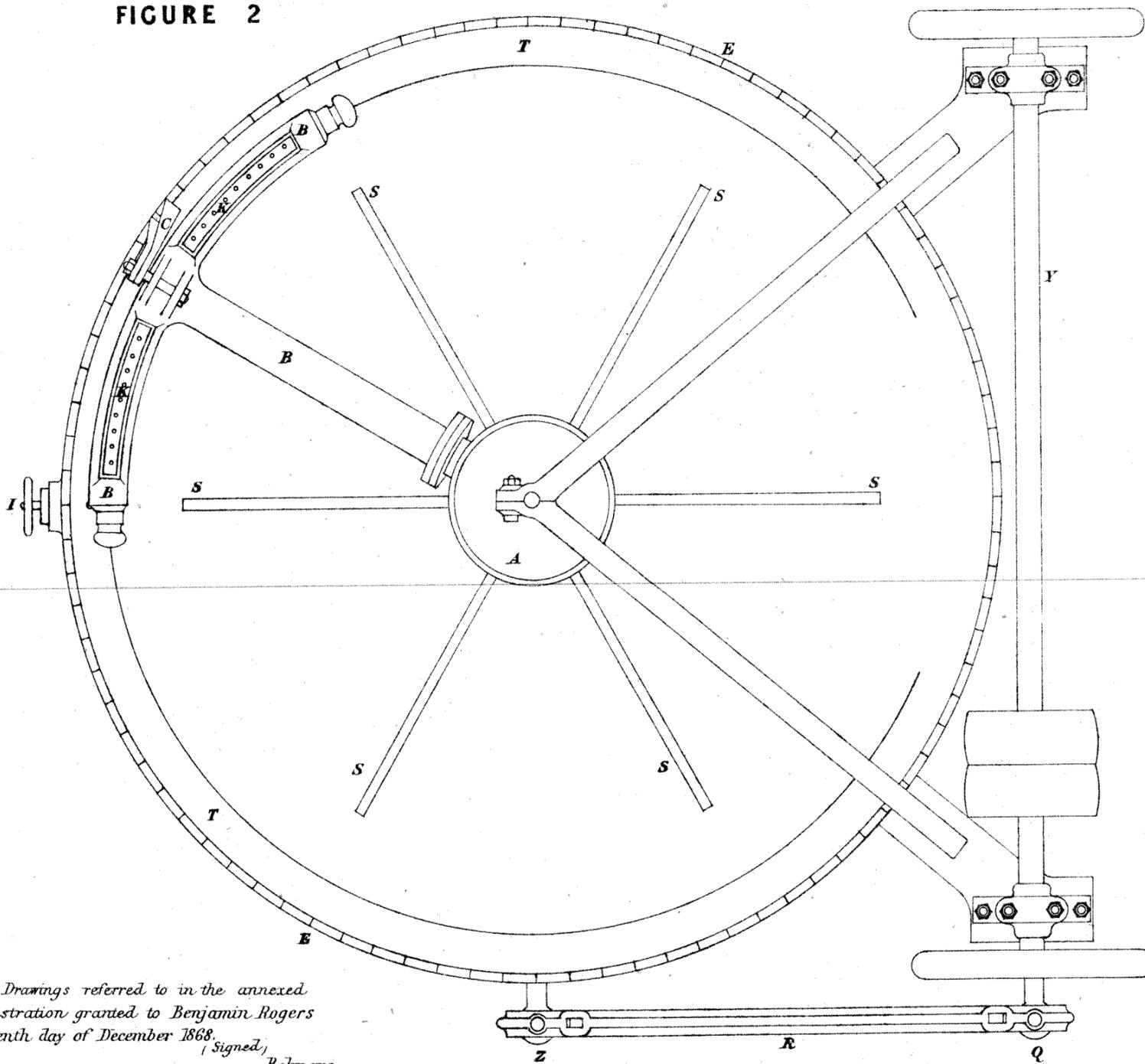


FIGURE 2



These are the Drawings referred to in the annexed
 Letters of Registration granted to Benjamin Rogers
 Brown this Seventh day of December 1868.
 (Signed)
 Belmore

This is the signature, marked B referred to in the annexed Petition of me Benjamin Rogers Brown dated the 27th day of October 1868.
 (Signed) Benjamin Rogers Brown



A.D. 1868, 7th December. No. 191.

**INVENTION OF A MACHINE FOR BREAKING OR PULVERIZING ORE,
LIMESTONE, &c.**

LETTERS OF REGISTRATION to Louis Buette, for an Invention of a Machine
for breaking or pulverizing Ore, Limestone, &c.

[Registered on the 10th day of December, A.D. 1868, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a Member of Her Majesty's Most Honorable Privy Council in Ireland, Governor and Commander-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS LOUIS BUETTE, of the City of Sydney, in the Colony of New South Wales, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, "For an invention of a machine for breaking or pulverizing ore, limestone, quartz, stone, slate, emery, &c., &c.," which is more particularly described in the specification and paper of drawings which are hereunto annexed ; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteen Victoria, number twenty-four ; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years : And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority vested in me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said Louis Buette, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement

Machine for breaking or pulverizing Ore, Limestone, &c.

improvement for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said Louis Buette, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Louis Buette shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court, at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this seventh day of December, in the year of our Lord one thousand eight hundred and sixty-eight.

(L.S.)

BELMORE.

APPLICATION for Letters Patent for a machine for breaking or pulverizing ore, limestone, quartz-stone, slate, emery, &c., &c. System of Louis Buette, civil engineer, late of Paris, Boulevard Courcelle 90, and Dijon, in the Department of Côte d' Or.

THIS machine, for breaking or pulverizing ore, stone, &c., patented and built at Paris, in the iron-foundry of me, the above-mentioned Louis Buette, and at my iron-works at Dijon, in the department of Côte d' Or, being now used by nearly all the Railway Companies, manufactories, and Municipalities of France, is superior to all other similar machines, on account of its simplicity, its unity of movement, its special arrangement, and besides by the thorough solidity of all its parts.

I will now proceed to explain accurately all its various features, and it will be easy to judge by the plan annexed hereto of its qualities:—

Figures 1 and 2, ^s₁. It is composed of a frame B of cast-iron, formed in one piece, over which is fixed a hopper A, either of cast or plate iron, which is intended to regulate the supply of the material and to prevent it from being scattered by the fly-wheels. This hopper is (as shown by figure 1) strongly attached to the frame, being secured between lugs of cast-iron T, tightened by wrought-iron keys U.

Figures 1 and 2, ^s₂. The frame B of cast-iron, formed by one piece only, is fitted (as shown on sketch) longitudinally, and on each side with four bolts, each two and three-quarters inches in diameter, marked N', which are used to double its force, and also for neutralising the vibrations which would be caused by the rapidly repeated percussions of the movable striker B'. It has at the back two bosses of cast-iron II', which are fitted with two sockets M, and which form the two carriages of the shaft F.

Figures 1 and 2, ^s₃. Of a single movement, composed of a shaft F, slightly eccentric in the middle, having the appearance (shown in figure 2) and at the extremity of which the fly-wheels PP' and the driving pulley Q are attached.

Figures 1 and 5, ^s₄. The eccentric shaft F sets in motion the cylinder E of cast-iron, the width of which is equal to the interval between the bosses II' of the frame, and to which is fixed the changeable cam J by three bolts V. This changeable cam acts upon the movable striker B', near the upper part, precisely at the points where the pressure to be produced is greatest. This cam J, weighing ten pounds, is of cast-iron and removable at pleasure (see figures 1 and 5)—is so constructed as to give way if the resistance opposed to the movable striker B' should exceed two hundred thousand pounds. Its fracture preserves the frame B (already strengthened by its special form and iron cars) and is the safeguard of the whole machine.

The invention of this cam, having a special work to perform, and its adaptability to my machine, is the result of numerous experiments made with English, French, and American machines, which being unprovided with safety-cam and without iron cars to the frame, are all liable to break when the resistance produced within their frame by the hardness of the materials or the stone to be broken, or by a hammer or other obstacle falling between the jaws, exceed 200,000 lbs.

In nearly every such case the force of inertia, almost always overcome by the fly-wheels, separates the frame into two parts; when this does not happen the fly-wheels themselves will break, which renders these machines nearly useless both on account of the constant repairs to which they are subject, and the numerous accidents arising from their imperfection.

Figures 1 and 4, ^s₅. It is further composed of a movable striker B' working by an hinge joint attached at the lower part of the frame to the axis K, and receiving its movement directly on its upper part from the changeable cam J, and striking alternately in the frame O, where the breaking takes place.

Figures 1 and 3, ^s₆. It can easily be perceived (as is shown by the longitudinal section, figure 1, of my machine) that the structure of the frame O, where the breaking is effected, has the form of an inverted right angle triangle, of which the case designed to receive the blocks of stone is about one foot wide, and admits of a greater or less opening, according to the nature of the materials to be broken, whether minerals, ballast, macadamized stone, or the pulverizing of quartz and emeries.

It may be easily perceived that the hypotenuse formed by the obliquity of the acting surface C, of the jointed striker B', at the lower part of the frame on the axis K, breaks against the opposite surface on the interior of the frame O with from two to three hundred vibrations per minute and with variable force, i.e., more or less violent, according to the greater or less distance between the acting surfaces of the inner jaw.

^s₇. The frame O where the crushing takes place is composed:—

Figures 1 and 6 a, of movable sides LL' of wrought iron, placed parallel and perpendicularly on each of the interior sides of the frame, forming a frame in the longitudinal direction,

Figures

Machine for breaking or pulverizing Ore, Limestone, &c.

Figures 1 and 3 *b*. It is further composed of two independent jaws C and C', with cast steel faces hammered and hardened, provided with perpendicular angular flutes, and both fixed transversely in the following manner:—The first C, following the obliquity of the movable striker B' at the lower part on the axis K, fastened to it by four bolts N, and separated only by a sheet of lead, to give it an even bearing; the second C', fixed perpendicularly to the foremost part of the frame by four bolts N and opposite to the other part. It is separated from the frame by a strong wooden plank D. This plank may be changed at pleasure for one of greater or less thickness, according to the size to which the stone is required to be broken. The width of the frame O, with the help of this plank D, can be considerably diminished or enlarged, its form remaining unaltered, which enables me to perform the most various operations, namely, from the breaking of large blocks to complete pulverization, besides which it possesses the superior advantage of preventing, by its elasticity, the powerful blows of the movable striker B' from breaking the frame B at its corners and junctions.

Figure 1, ^s 8. What most particularly distinguishes my machine from all those which have heretofore been invented, is, that the movable striker is centered at its lower part at a distance equal to the eccentricity of the upper shaft, and is calculated to bring to bear upon the substance to be operated upon a force proportional to the length of lever, differing in this respect from other machines, in which the upper centre of motion, being too near the acting surfaces, leaves them, so to speak, without motion in the very point where the breaking of large blocks requires the greatest motion and force.

This alternating power, exhibited by my machine at its upper part, admits of blocks of stone, after being crushed, to fall readily to their point of issue, having been previously broken to the required size.

As can be easily perceived in the longitudinal section, figure 1, the point of issue of my machine, very near to the lower joint K, contributes, by its comparatively small motion, to the perfect regularity of the work, being a great improvement on other machines which receive their impulse at the point of issue, and cause an irregularity in the size of the broken stones proportional to the length of the stroke, thus producing unsatisfactory results.

In my machine the greatest pressure takes place opposite to the cam, and the work is performed in due regularity without danger of fracture of the jaws.

Figure 2. As shown in the transverse section, figure 2, the two fly-wheels PP', keyed to the extremities of the shaft F, have a diameter of about 4 feet 3 inches. They are hooped with wrought iron, and are put together in an especial manner, and weigh one ton each.

My driving pulley, instead of being keyed to the shaft, is simply a flanged ring of cast iron, bolted by lugs to the fly-wheel.

Figure 2, ^s 9. The shaft F, which receives its motion from the pulley Q, is (as shown by figure 2) of so simple a construction as to be secure from imitation. It is cylindrical at the journals, revolving in the bearings of the frame, but one journal is of greater diameter than the other, in order to admit the eccentric parts to enter between the two bosses II', and to give movement to the cylinder to which the changeable cam J, above-mentioned, is bolted.

Figures 1 and 4, ^s 10. The steel spring G of my machine (as shown in figure 1) is composed of two thin steel plates, placed vertically and fixed to the lower flange of the frame by two bolts L. It is slightly bent to the pin S of the movable striker, imparting to it all the movements of the changeable cam J, and has so much the less work to perform that the movable striker B' is, by its own inclination, constantly pressing upon the changeable cam J.

Figure 1, ^s 11. The foundation H, on which my machine rests, is generally of rough timber (as shown in figure 1). I use sometimes a strong frame, which varies in height according to the inequality of the ground, so as to admit of the placing of riddled inclined plank for conveying the stones from my machine to the waggons, into which they fall by their own weight, without other assistance.

Recapitulation—

In short what I claim as my invention, and what I want to secure by letters of patent is—the principle of my machine and its characteristics, as described in the above specification, and according to plan appended hereto, viz. :—

- Figure 1, (1.) The direct movement of the movable striker B', by the eccentric shaft F.
- Figures 1 and 5, (2.) The application of a safety cam J, of rough cast-iron, which can be easily replaced, and which prevents all accidents which might take place through the too great hardness of the stone, or which might be occasioned by the carelessness of the workmen.
- Figures 1 and 2, (3.) The special construction of the frame B, consisting of only one piece, strengthened by four long longitudinal bolts N', intended to neutralise the vibrations occasioned by the powerful blows of the striker B'.
- Figures 1 and 4, (4.) The special construction and form of the striker B', centered towards the lower part on the pin K, and controlled at the upper part by the safety cam J, and intended to generate a force in proportion to the distance which separates them from the pin K.
- Figures 1, 3, and (5.) The structure of the frame O, in which the movable striker B' operates in a manner differing from all other machines.
- Figure 1, (6.) The application of the wooden plank D, which guarantees by its elasticity the security of the frame already strengthened, and which also enables me to increase or diminish the size of the frame O between the acting steel surfaces without changing its shape, and to the extent of one-third of its ordinary width.
- Figures 1 and 6, (7.) The rectangular construction of the movable sides L of wrought-iron, intended to form the sides on each side, and in the longitudinal direction of the frame.
- Figures 1 and 3, (8.) The construction of the jaws C and C', in rough cast steel, hammered and hardened, having a special form (see figures 1 and 3), lasting generally for three months, and easily replaced in five minutes.

Machine for breaking or pulverizing Ore, Limestone, &c.

9. My machine, constructed to produce the largest possible amount of work, embodies the following principle :—To strike with a steel-faced hammer, centered at its lower part, receiving its impulse at the upper part, striking differently, according as the acting surface is removed further from the centre pin, and working against a vertical-faced anvil, corresponding with the velocity of from 250 to 300 blows per minute, which gives in ten hours, with ten horse power, 60 (sixty) cubic yards of broken stone, *i.e.*, the double of all other machines.
10. In short the ability to stand any trial, the simplicity, the unique arrangement of my frame, fitted as described, the perfect fitting of all the parts of my machine to their respective functions, the introduction of the safety-cam, the elasticity and ability of being speedily altered in size, which I obtain by using a wooden plank,—secure to my system a marked superiority on four grounds, *viz.* :—
1. Perfect safety for the attendants.
 2. Twice the amount of work performed than by any other machine.
 3. It lasts for ten years' work.
 4. They require but little repairs.

L. BUETTE,
123, Castlereagh-street.

Sydney, 15 October, 1868.

This is the specification referred to in the annexed Letters of Registration, granted to Louis Buette this seventh day of December, 1868.

BELMORE.

REPORT.

Colonial Architect's Office,
Sydney, 20 October, 1868.

SIR,

We do ourselves the honor to return to you the plans and specifications, transmitted under your B.C. communication, and recommend that Letters of Registration be issued in favor of L. Buette, of 123, Castlereagh-street, for his invention of "A stone-breaking machine."

We have, &c.,

THE PRINCIPAL UNDER SECRETARY,
Sydney.

GOTHER K. MANN.
JAMES BARNET.

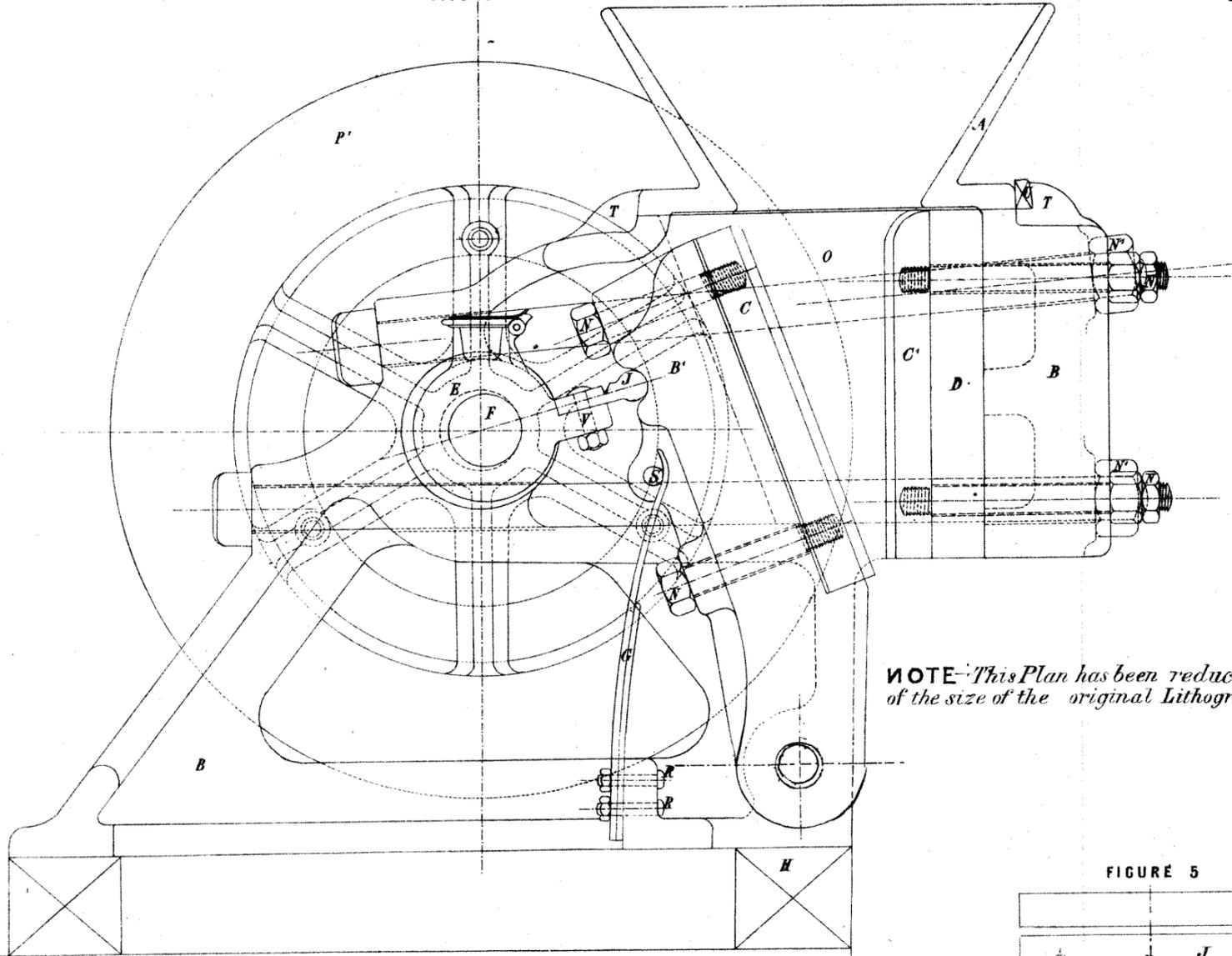
[Drawings—one sheet.]

(COPY)

STONE BREAKING MACHINE - (BUETTE)

N°191

FIGURE 1



NOTE: This Plan has been reduced to $\frac{1}{5}$ of the size of the original Lithograph

FIGURE 2

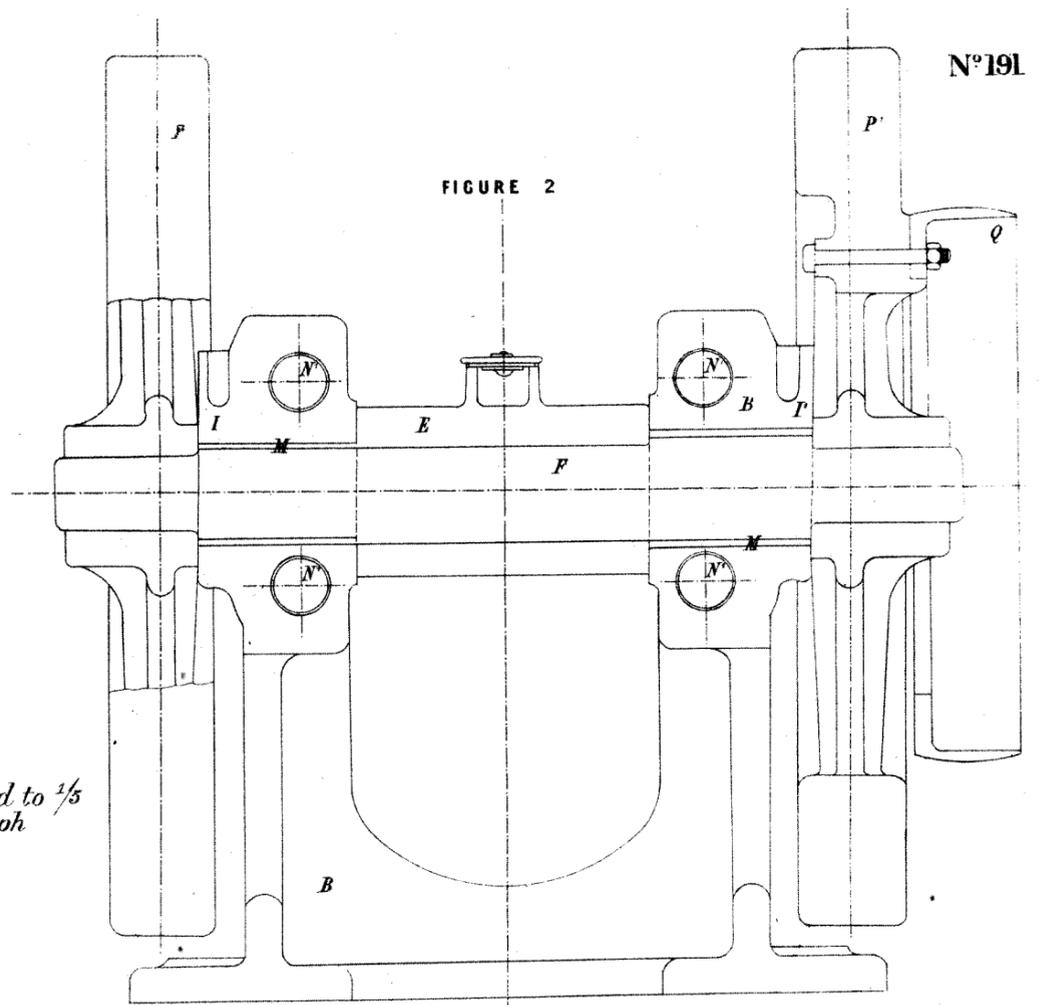


FIGURE 3

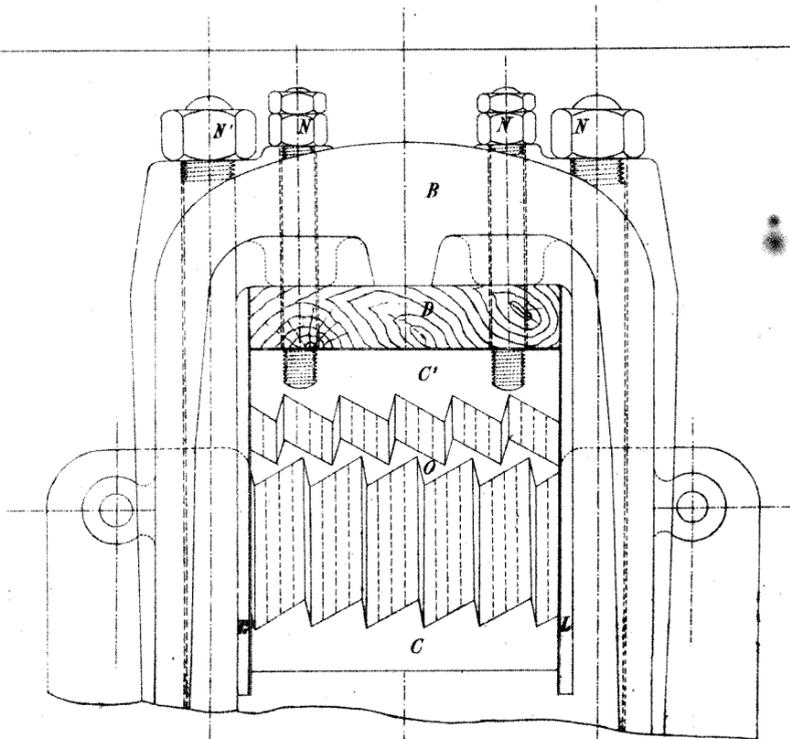


FIGURE 5



FIGURE 3 (COMPLEMENT)

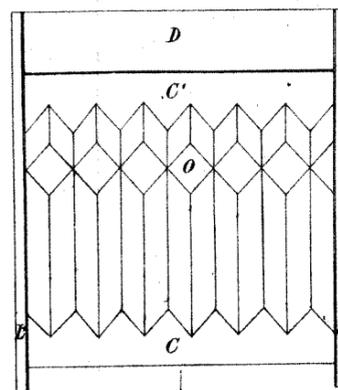


FIGURE 6

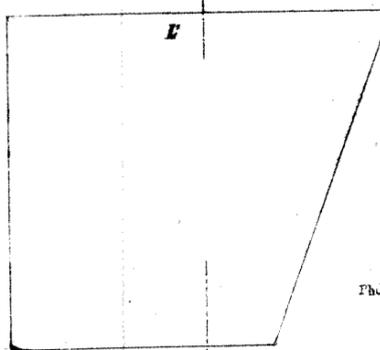
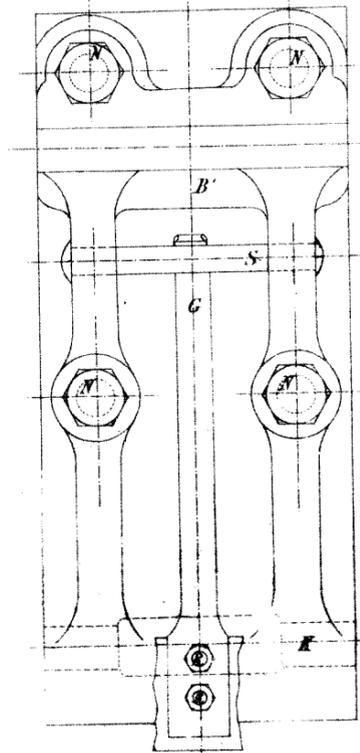


FIGURE 4



SCALE 3 INCHES TO A FOOT

This is the Paper of Drawings referred to in the annexed Letters of Registration granted to Louis Buette, this Seventh day of December 1868.

(Signed) Belmore

Phot. lithographed at the Govt Printing Office Sydney, N.S. Wales.

Louis Buette

Sydney 10th Dec 1868



A.D. 16th December, 1868. No. 192.

IMPROVED MODE OF AND APPARATUS FOR DRESSING MILL-STONES.

LETTERS OF REGISTRATION to Samuel Pretymán Mumford and John Wallis, for an improved mode of and Apparatus for dressing Mill-stones.

[Registered on the 17th day of December, A.D. 1868, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a Member of Her Majesty's Most Honorable Privy Council in Ireland, Governor and Commander-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS SAMUEL PRETYMAN MUMFORD and JOHN WALLIS, of Greenwich, in the County of Kent, in England, millers, have by their Petition humbly represented to me that they are the authors or designers of a certain invention or improvement in manufactures, that is to say, "Of an invention of an improved mode of and apparatus for dressing mill-stones," which is more particularly described in the specification and paper of drawings which are hereunto annexed; and that they, the said Petitioners, have deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and have humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to them for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts and manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the Samuel Pretymán Mumford and John Wallis, their executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said Samuel Pretymán Mumford and John Wallis, their executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents

Improved mode of and apparatus for dressing Mill-stones.

next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Samuel Pretymam Mumford and John Wallis shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this sixteenth day of December, in the year of our Lord one thousand eight hundred and sixty-eight.

(L.S.)

BELMORE.

TO ALL TO WHOM THESE PRESENTS SHALL COME, we, SAMUEL PRETYMAN MUMFORD and JOHN WALLIS, of Greenwich, in the County of Kent, miller, send greeting :

WHEREAS we are in possession of an invention for "An improved mode of and apparatus for dressing mill-stones," and have petitioned His Excellency the Governor General of New South Wales to grant unto us, our executors, administrators, and assigns, Letters of Registration: Now know ye, that we, the said Samuel Pretymam Mumford and John Wallis, do hereby declare that the following specification fully describes and ascertains the nature of the said invention and the manner in which the same is to be performed (that is to say):—

According to our invention of "An improved mode of and apparatus for dressing mill-stones," instead of dressing the face of the mill-stones in a series of straight lines, arranged in the well known manner, we make on the working face a series of curved lines, arranged as a convolute, starting from the eye or near the centre of the mill-stone and terminating near the periphery.

In the accompanying drawing figure 1 represents an elevation of the apparatus adapted to a mill-stone, for the purpose of dressing the face according to our invention. Figure 2 is a plan view of the same, showing the curved arrangement of the lines *a a*, that are being cut in the face of the stone *A* by our improved apparatus, which consists of a central vertical shaft *b*, which may be rotated in any convenient manner. On to this central shaft *b* is keyed, or firmly secured, the longitudinal lever frame *c*, which carries the slide rest *d* and cutting tool holder *e*, shown detached on an enlarged scale at figures 3.

The cutting tool, which we prefer to use in carrying out our invention, is a diamond or other hard stone or stones set in a holder, such as that shown at figures 3, and hereafter more particularly described. This holder is secured in any convenient manner in the tool holder or slide rest *d*, mounted in the longitudinal frame *c*. The central spindle *b* rests in a step *f*, and this step is secured by screws to a centre pin in the eye or near the centre of the mill-stone. The longitudinal frame *c* is made long enough to admit of the slide rest or holder *d* being moved radially from the centre to the periphery of the mill-stone. The slide *d*, with the holder *e* of the cutting tool, is made to move on guides *c' c'* in the frame *c*, whereby it is kept steady, and the holder *e* retained in a vertical position. A long screw *g*, figure 1, as in the slide rest of an ordinary lathe, passes through a female screw tapped in the rest or tool holder *d*, so that by turning the screw *g*, by means of the handle *g'*, at its outer end, the rest or tool holder *d* of the tool may be moved along its guides *c' c'* in a radial direction from the central part or eye of the mill-stone *A*, when the apparatus is in its proper place on the stone.

In order to dress the stone the longitudinal frame *c*, with the rest or tool holder *d* and tool secured therein, is moved round the central stop secured within the eye of the mill-stone, and the diamond or cutting tool *e*, being made to press on the face of the stone, will cut into the stone a curved line all round, as shown at *a a a*, figure 2.

Studs pins or stops are fixed at any convenient point either just outside the periphery of the mill-stone or on the foundation-plate of the step *f f*, as shown at *i i*, figures 1, 2, and 4. A tappet wheel *j*, on the end of the screw *g* of the slide rest, comes against these studs or pins every time the lever arm and tool holder are brought round to them, and thus the screw *g* is caused to turn on its axis, and thereby to move the rest or tool holder *d* a short distance along its guides *c' c'*, so that on the succeeding revolution of the apparatus round the central step *f*, the cutting tool *e* will be made to operate upon a fresh part of the stone. It will now be understood that every time the cutting tool comes round to either of the fixed pins or studs, it will be shifted a little further from the centre of the stone, and will thus be made to cut a convolute curve in the face of the mill-stone.

An important feature of the invention is the mode of securing the diamond in the holder. The method we employ for effecting this object will be best understood by referring to the detached view of the holder, figures 3. The shank of the holder consists of a square stem of iron, half of the lower end of which is removable as shown at *k*, figure 3*, but when in its place is secured by screws *l l*. A hole *m* is drilled up the end of the tool, and is filled with a soft metal or alloy, such as is used for the bearings of machinery, and consists of a mixture of tin, zinc, and antimony. In order to secure the diamond in its setting the part *k* is removed, and after making a nick or recess in the lower end of the soft metal setting, the diamond is placed therein, and the two parts of the holder screwed together so as to nip the diamond between the two pieces of soft metal, as shown at figure 3.

The faces, both of the runner and the bed stone, are dressed in the same manner, and, if desired, the central pin or pivot, round which the frame is made to rotate, may be placed eccentrically in either one or both stones so that the convolute lines on the faces of the stones will be made to intersect or cross each other when the stones are at work.

Figures 1 and 2 represent the apparatus adapted to the top stone or runner, but in order to adapt the apparatus to the bed stone a somewhat different description of step must be made for the central spindle

Improved mode of and apparatus for dressing Mill-stones.

spindle *b*. This modification is shown in the sectional view, figure 4, in which the step *f* fits over a central pin *h* of the bed stone. It will be seen that the step is provided with adjusting screws, for the purpose of adjusting its position and fixing it. Claims—

- 1st. Dressing mill-stones in curved lines as herein set forth, instead of in straight lines as heretofore.
- 2nd. We claim the machine, shown in figures 1, 2, and 4, whereby the cutting tool *c* may be carried round and made to travel over the surface of the mill-stone in a convolute curve as herein set forth.
- 3rd. We claim the method herein shown and described of securing the diamond or cutting instrument in its holder or setting.

In witness whereof, we, the said Samuel Pretyman Mumford and John Wallis, have hereunto set our hands and seals, the twenty-first day of August, in the year of our Lord one thousand eight hundred and sixty-eight.

S. P. MUMFORD. (L.S.)
JOHN WALLIS. (L.S.)

Witness—

THOMAS THOMS, Deptford, New Town.

This is the specification referred to in the annexed Letters of Registration, granted to Samuel Pretyman Mumford and John Wallis this sixteenth day of December, 1868.

(L.S.)

BELMORE.

REPORT.

Sydney, 10 November, 1868.

SIR,

We do ourselves the honor to return to you the enclosure transmitted under your B.C. of the 5th instant, and to report that, having had under our consideration the plans and specification of "An improved mode of and apparatus for dressing mill-stones," we recommend that Letters of Registration be granted to Messrs. S. P. Mumford and John Wallis, in terms of the claims set forth by them in the specification and description of their invention accompanying their petition.

We have, &c.,

THE PRINCIPAL
UNDER SECRETARY.

GOTHER K. MANN.
JAMES BARNET.

[Drawings—one sheet.]

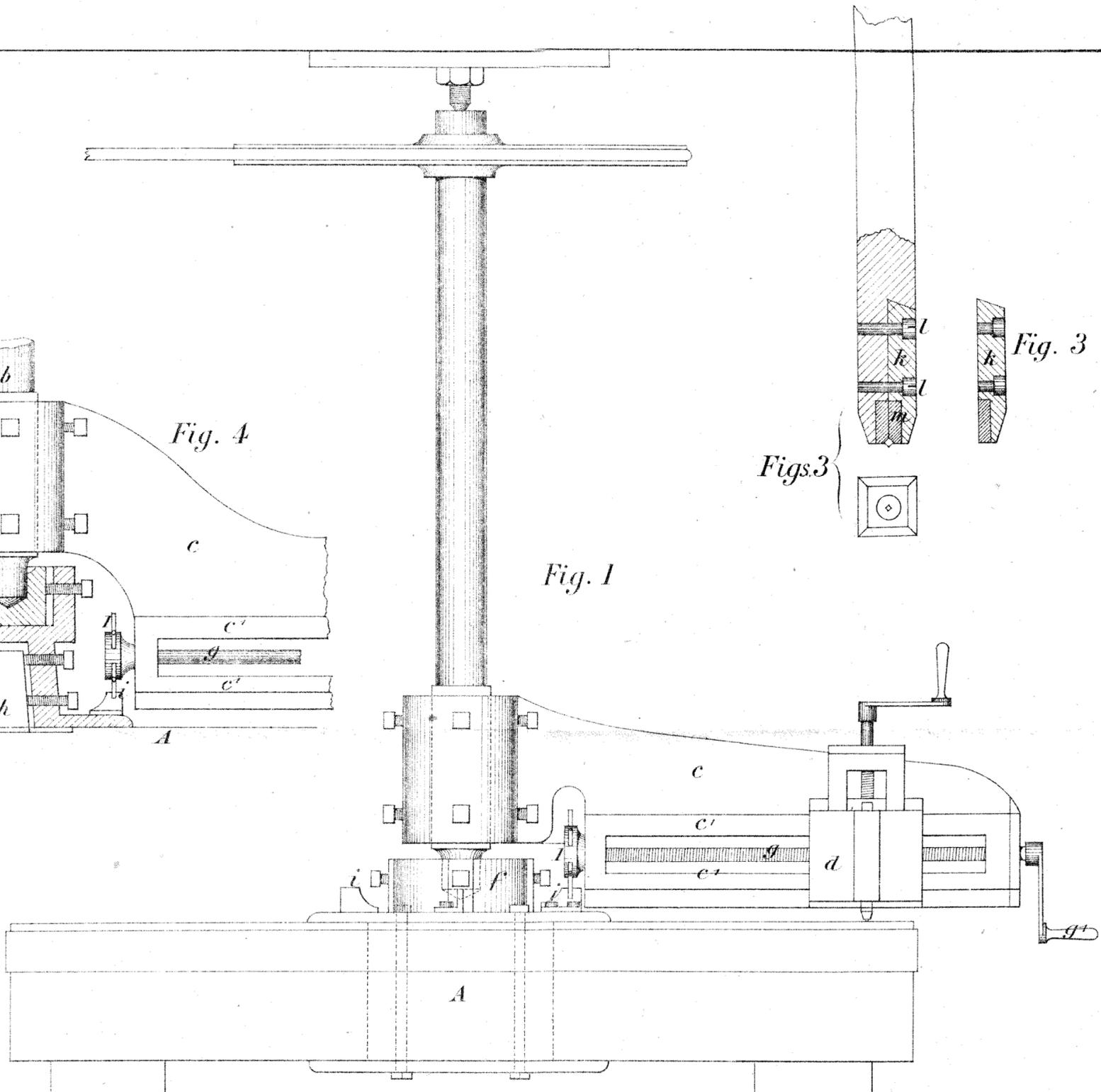


Fig. 1

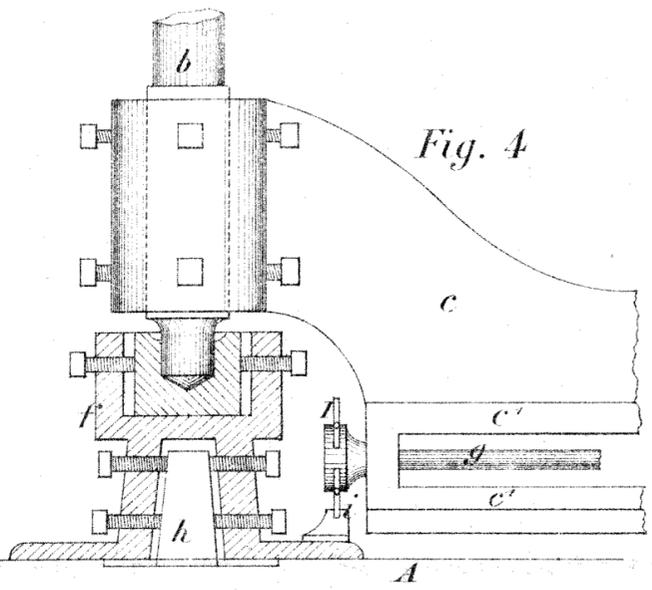


Fig. 4

Figs 3

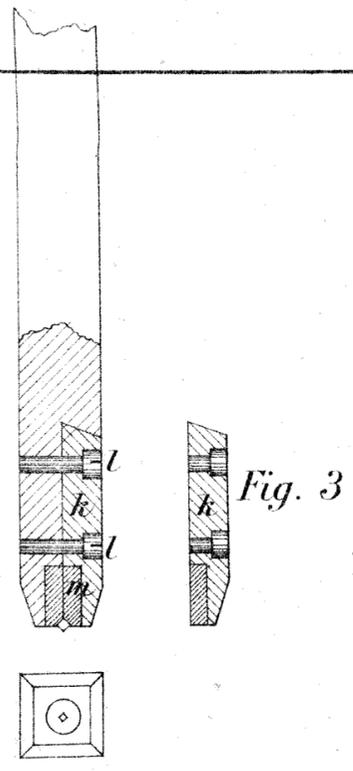


Fig. 3

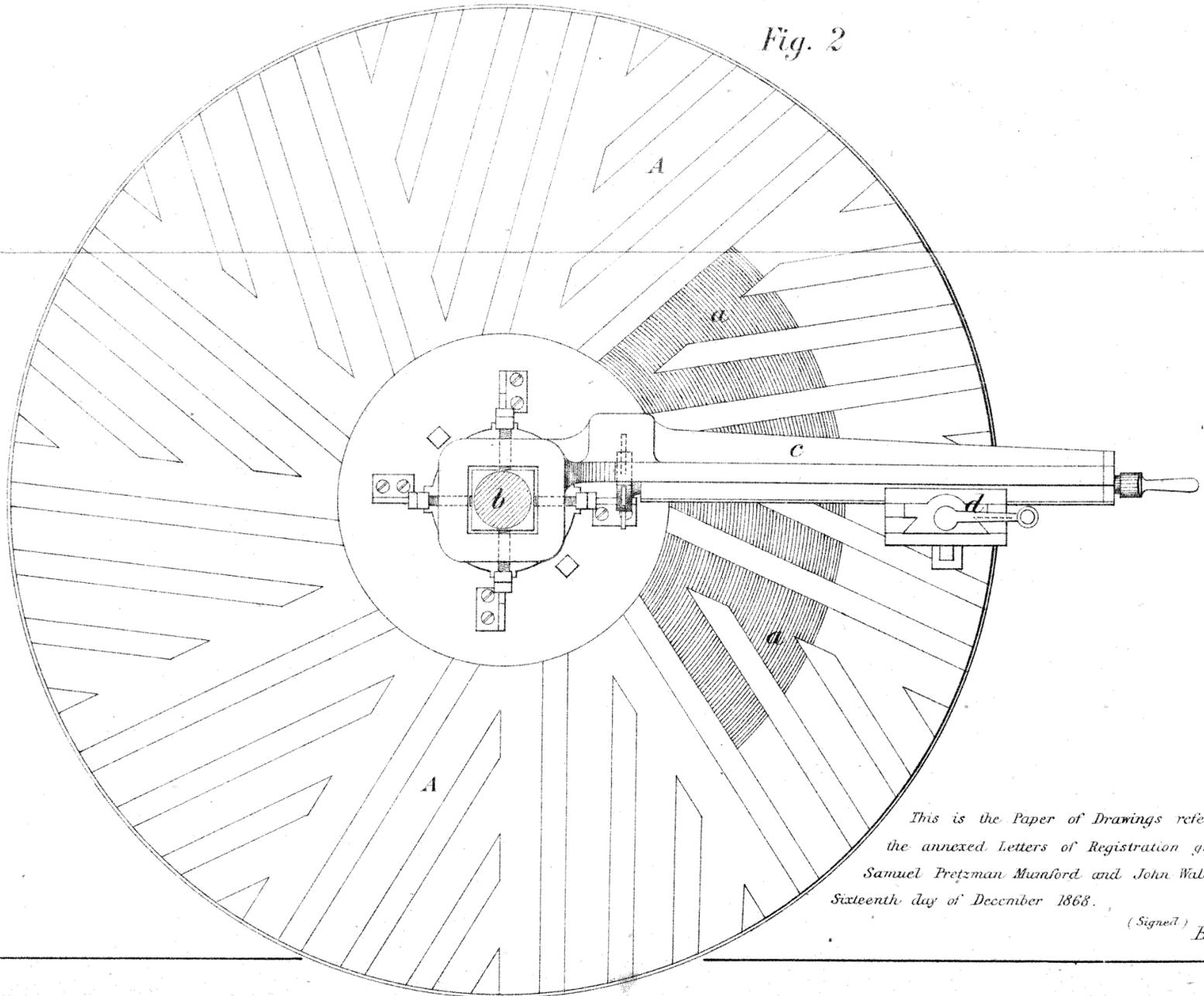


Fig. 2

This is the Paper of Drawings referred to in the annexed Letters of Registration granted to Samuel Pretzman Munford and John Wallis this Sixteenth day of December 1868.

(Signed) Belmore



A.D. 1868, 17th December. No. 193.

APPARATUS FOR EVAPORATING LIQUIDS, &c.

LETTERS OF REGISTRATION to Robert Tooth, for an improved mode and Apparatus for evaporating Fluids, with a view to obtaining the saccharine, saline, or other substances contained therein, in a dry or crystalline state.

[Registered on the 19th day of December, A.D. 1868, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a Member of Her Majesty's Most Honorable Privy Council in Ireland, Governor and Commander-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting:

WHEREAS ROBERT TOOTH, of Sydney, in the Colony of New South Wales, but at present of Fenchurch-street, in the City of London, merchant, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, "Of an invention for an improved mode and apparatus for evaporating liquids, with a view to obtaining the saccharine, saline, or other substances contained therein, in a dry or crystalline state," which is more particularly described in the specification and the two papers of drawings, marked A and B respectively, which are hereunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration as required by the Act of Council, sixteenth Victoria, number twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of

Improved mode and Apparatus for Evaporating Liquids, &c.

Council, to grant, and do by these Letters of Registration grant, unto the said Robert Tooth, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said Robert Tooth, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Robert Tooth shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this seventeenth day of December, in the year of our Lord one thousand eight hundred and sixty-eight.

(L.S.)

BELMORE.

TO ALL TO WHOM THESE PRESENTS SHALL COME:—I, ROBERT TOOTH, of Fenchurch-street, in the city of London, gentleman, send greeting:

WHEREAS I am in possession of an invention for an improved mode of and apparatus for evaporating liquids, with a view to obtaining the saccharine, saline, or other substances contained therein, in a dry or crystalline state, and have petitioned His Excellency the Governor General of New South Wales to grant unto me, my executors, administrators, and assigns, Letters of Registration for the same: Now know ye, that I, the said Robert Tooth, do hereby declare that the following specification fully describes and ascertains the nature of the said invention, and the manner in which the same is to be performed (that is to say):—

This invention relates to the evaporation of saccharine, saline, and other liquids, for the purpose of rapidly and economically concentrating the liquids with the view to obtaining the saccharine, saline, or other substances contained therein in a dry or crystalline state. This I propose to effect, when treating such liquids (for example, saline) as are not liable to deterioration from exposure by the air by bringing currents of cold or heated air into contact with descending streams of the liquids desired to be concentrated. The liquid to be concentrated is discharged in the form of a shower down a tower or shaft, up which induced currents of hot or cold air, or air under pressure, pass, mingling with the descending liquid and carrying off vaporised particles therefrom.

In sheet I of the accompanying drawings, figure 1 is a sectional elevation of the vaporating apparatus to be used in conjunction with ascending currents of air, the section being taken in the line 1, 2 of the sectional plan view; figure 2, which view is taken in the line 3, 4 of figure 1; figure 3 is a partial sectional elevation taken in the line 5, 6 of figure 2; and figure 4 is a sectional plan taken in the line 7, 8 of figure 3. The other views being illustrations of details will be referred to as the parts respectively come under notice.

AA is a cylindrical tower built upon the inner wall of an annular brick-flue B, which communicates with any suitable hot-air furnace. This annular flue is connected by radial openings C in the brick-work, with a central space immediately below the tower. The air therefore admitted to the flue B will pass through the openings C into the central space, and thence up the tower A. Sunk in the brick-work, immediately below the tower, is a conical vessel D (shown detached at figure 5), and fitted with a shute D', which extends through and beyond the outer walls of the flue B. This vessel is intended to receive the descending liquid after it has been acted upon by the ascending currents of air, and its shute is provided with a sliding door to allow of the discharge from time to time of the concentrated liquid, and also to give admittance to a scraper or other instrument for clearing the vessel of crystalline or other deposits. The top of the tower is fitted with a damper E, which by means of a hand-lever E' and catch may be raised to any required amount and held in position, thereby regulating the draught to suit the requirements of the operator. Access is gained to the top of the tower to effect this regulation, and for other purposes by means of a tower F, containing a circular staircase and connected with the tower A by a short gallery F' (figure 2). On or about the level of the floor of this gallery is a grating G, which divides the upper part of the tower A from the lower, and serves also to carry a copper vessel H, which is pierced with small holes, and is intended to receive and distribute the liquid to be concentrated down the tower in the form of a shower. This vessel is shown detached and on an enlarged scale at figure 6. It is cup-shaped, but may take any other desired form, and is fitted with a horizontal division plate *a*, to which a pendent supply pipe *b* is made fast. The vessel is also supplied with a safety-valve *c*, which will allow of any excess of liquor discharged into the vessel below the plate *a*, rising up and flowing over the edges of the vessel. The supply pipe passes through the centre of the grating and a flange, with which it is provided, rests upon the grating, and thus serves to support the vessel H in the position shown at figure 3. The supply pipe B enters the upper division of the tower, through the side thereof, it being the continuation of a vertical copper pipe, shown at *b*, figure 1, and connected at bottom with a force-pump I. In order that the liquor may enter the tower in a heated state, the pipe *b* is inserted in a vertical steam pipe *d d*. This pipe receives steam from an adjacent boiler (not shown in the drawing), which is provided chiefly for the purpose of producing a steam exhaust in the top division of the tower A. The pipe leading from the boiler is fitted to the joint *d'*, near the bottom of the pipe *d*, and an outlet *d''*, at a lower level is provided for the discharge of the condensed steam. The pipe *d* is closed at its upper end, but a branch pipe *d''*, leading therefrom, serves to convey steam in the form of a jet or jets to the upper part of the tower, for the purpose of creating a partial exhaust, and thereby increasing the tendency of the heated
air

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air passing from the flue B to rise up the tower. The manner of connecting the steam-pipe *d* with the liquor supply pipe *b* is best shown in the sectional view, figure 7, where the closing of the bottom of the pipe *d* is shown to be effected by the junction of the pipe *b* with the bottom joint *b'* of that pipe, which joint is of an increased diameter, and completes the connection with the force-pump. K is a chimney-shaft, in connection with the flue L, which serves to carry off the gases of combustion from the steam boiler furnace. M is a receptacle for the concentrated liquor, the discharge of which into the vessel M is effected by a hand-lever N, connected with the sliding door of the shute D'.

It will now be understood that if a current of air derived from a hot air furnace is admitted to the tower A, and the damper of that tower is raised to the dotted position of figure 3, and jets of steam supplied from the pipe *d3* are discharged into the tower, a rapid upward current of air will be established. The force-pump I, which is coupled with an adjacent supply vessel, being now set to work, the liquor to be concentrated will be drawn into the pump and discharged through a stand pipe I', into the pipe *bb'*, up which it will rise and flow into the pierced vessel H. During its ascent the liquor will be exposed to the heat of the jacket of steam contained in the surrounding pipe *d*, and as it is discharged from the vessel H in the form of a shower, it will run down the sides of the tower, and will also be evenly distributed throughout the central space. Here, meeting with the ascending current of air, a large amount of vapour will be generated, and carried off at the top of the tower. The remaining liquor, deprived of much of its water, will fall to the bottom of the tower, and collect at the bottom thereof, or in the conical vessel D, from which it may be drawn by raising the sliding door of the shute by means of the hand-lever N. The concentrated liquor will then flow into the vessel M, whence, if not already sufficiently concentrated to cause crystallisation it may be removed to evaporating pans to complete the crystallising process.

The apparatus above described admits of considerable modification as regards the details of its structure, which will depend greatly upon the locality where it is required to be erected. The drawings illustrate the mode of building up the apparatus for the colonies, and to this end facile transport is mainly kept in mind. Thus, I do not depend upon the independent strength of the towers and chimney for their stability, but build them of the lightest materials consistent with safety, and brace them together with tie-rods, which, with the aid of "guy" ropes, will enable them to resist heavy gales. I also form the towers and the chimney in sections of equal lengths, which will allow of the parts being easily packed, and, when unpacked, put together without skilled labour being required. These sections may be made conveniently nine feet long, and any desired number may be set up, one above the other, to ascertain the required depth of fall for the liquor. The sections of the tower A are built up of ribs of wood, made fast at their opposite ends to rings of angle iron, the horizontal flanges of which are pierced uniformly in all the angle iron rings of the series of sections to receive coupling bolts. The internal surface of the sections below the top section I line with sheet copper or other metal, which will offer a clean surface for the liquor to flow down, and form an efficient evaporating surface for the liquor. This copper lining may be used as above described, or projecting rings may be secured to the inner circumference of the tower, like that shown at *ee* (at the base of the tower) to throw off the liquor from the sides, and gain increased evaporating surface. The sections composing the tower F, which contains the staircase forming with the gallery P' an approach to the top of the tower A, are in like manner built up of ribs of wood fitted to rings of angle iron, but there is no lining to this tower. The staircase is of the corkscrew kind, which in great part supports itself, but at the levels of the connected flanged rings it may have lateral support. The chimney is composed of tubes of wrought-iron, connected together with flanged rings and bolts. Tie-rods OO (see figure 2) bolted to the flanges of the rings are used for bracing together the whole structure, the steam pipe *d* receiving also the like kind of support.

By making the lengths of the sections of the towers and tubes correspond, as shown in the drawing, and repeating at the lines of junction of the section the same system of tie-rods, a strong and light structure, capable of facile transport, and of being readily erected, will be obtained; all that is required to be added in the Colony, when the apparatus is to be fixed, being the brick-work for the foundations and flues.

As saccharine liquor is liable to deterioration, if unduly exposed to the action of air, I propose to operate upon it in a vacuum:—To this end I form a vacuum chamber by interposing between the dish and cover of the vacuum-pan cylindrical sections of corresponding diameter, and bolting the whole together. I thus form a kind of closed tower, which may be heated below, like an ordinary vacuum pan, if thought desirable, and I connect it at top with an exhaust pump. Into the vacuum or partial vacuum, which I obtain by the action of the exhaust pump, I discharge the saccharine liquor, heated (say) to one hundred and forty degrees, or thereabouts, and thus effect a rapid concentration of the liquor. This arrangement of apparatus is shown in sectional elevation, at figure 8, sheet II, where A is the pan, A' the cover, and B the cylindrical sections interposed between the pan and cover to form therewith a closed tower. The pan is fitted at its centre with a discharge pipe *a*, closed by a slide or other valve, and connected with this pipe by a branch pipe *b*; is a force pump *c* of any suitable construction, for keeping up the circulation of the liquor under treatment. This pump is connected by a pipe *c* with a heater D, consisting of a vertical case, fitted at its opposite ends with tube plates, in which are fitted tubes *ddd*, open at both ends. This heater is connected at top by means of a tube *e*, with a row or pierced cap E, by which the liquor is discharged in the form of a shower into the closed tower. Steam or hot water is admitted into the heater D by the pipe *f*, and allowed to circulate around the tubes *dd*. A small pipe *g* is applied to draw off the condensed steam when steam is the heating medium used, but when treating sugar I find it preferable to use hot water, the temperature of which will offer an obstacle to the overheating of the saccharine liquor, that being a result that must be carefully guarded against, as it injures the yield of sugar. To adapt the heater D to receive hot water, its heating surfaces should be increased, and a discharge pipe shown in dots at *g'* will be required. It will now be understood that when liquor has been supplied to the apparatus, and the pump set in action and steam or hot water admitted to the heater, the liquor will be forced up the small tubes *dd* of the heater, and these tubes being heated by being surrounded by the steam or hot water, the temperature of the liquor will be rapidly raised to the required degree on its passage to the vacuum tower. The heated liquor flowing up through the tubes *d* passes out above the top tube plate, and entering the tube *e* is discharged through the perforated cup-shaped distributor into the tower. The construction and mode of fitting of this cup is shown on an enlarged scale at figure 9. Affixed to the end of the tube *e* is a circular plate, from the centre of which depends a coiled spring *e'*, and it is this spring which forms the connection
between

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between the tube and the discharging cup. If the discharge of the pumped-up liquor through the pierced holes should at any time be unequal to the supply, the spring will yield to the back pressure of the liquid, and allow a discharge over the lip of the cup, thus avoiding injury to the apparatus.

It will now be understood that as the heated liquor is discharged in the form of a shower in vacuo, a rapid evaporating action will take place, the vapour generated being drawn off as quickly as formed by the air-pump connected with a vacuum chamber or tower. As the liquor falls to the bottom of the tower it is drawn off by the pump C, and again passed up through the heater, and discharged in the form of a shower in vacuo, and this operation is repeated until the desired degree of concentration is attained. The pan or bottom of the tower I connect through the pipe *a* with one or more receivers, into which the liquor, when sufficiently concentrated, is discharged (for removal) by means of a suitable arrangement of pipes and taps.

Having now set forth the nature of my invention, I wish it to be understood that I claim—

Firstly. Effecting the evaporation of liquids by discharging, in the form of a shower, the liquor to be concentrated into an ascending current of cold or heated air, or into an exhausted chamber, as above described; and

Secondly. Constructing evaporating apparatus in the manner above described.

In witness whereof I, the said Robert Tooth, have hereunto set my hand and seal the ninth day of July, in the year of our Lord one thousand eight hundred and sixty-eight.

ROBERT TOOTH. (L.S.)

This is the specification referred to in the annexed Letters of Registration, granted to Robert Tooth this seventeenth day of December, 1868.

BELMORE.

REPORT.

Sydney, 25 November, 1868.

SIR,

The application of Mr. Robert Tooth for Letters of Registration for "An improved mode of, and apparatus for, evaporating liquids, with a view to obtaining the saccharine, saline, or other substances contained therein in a dry or crystalline state," having been referred to us, we have the honor to report that we have examined the specification and drawings accompanying the same, and see no objection to the issue of Letters of Registration as prayed for.

We have, &c.,

J. SMITH.
GOTHER K. MANN.

THE PRINCIPAL
UNDER SECRETARY.

[Drawings—two sheets,]

A

Fig: 1

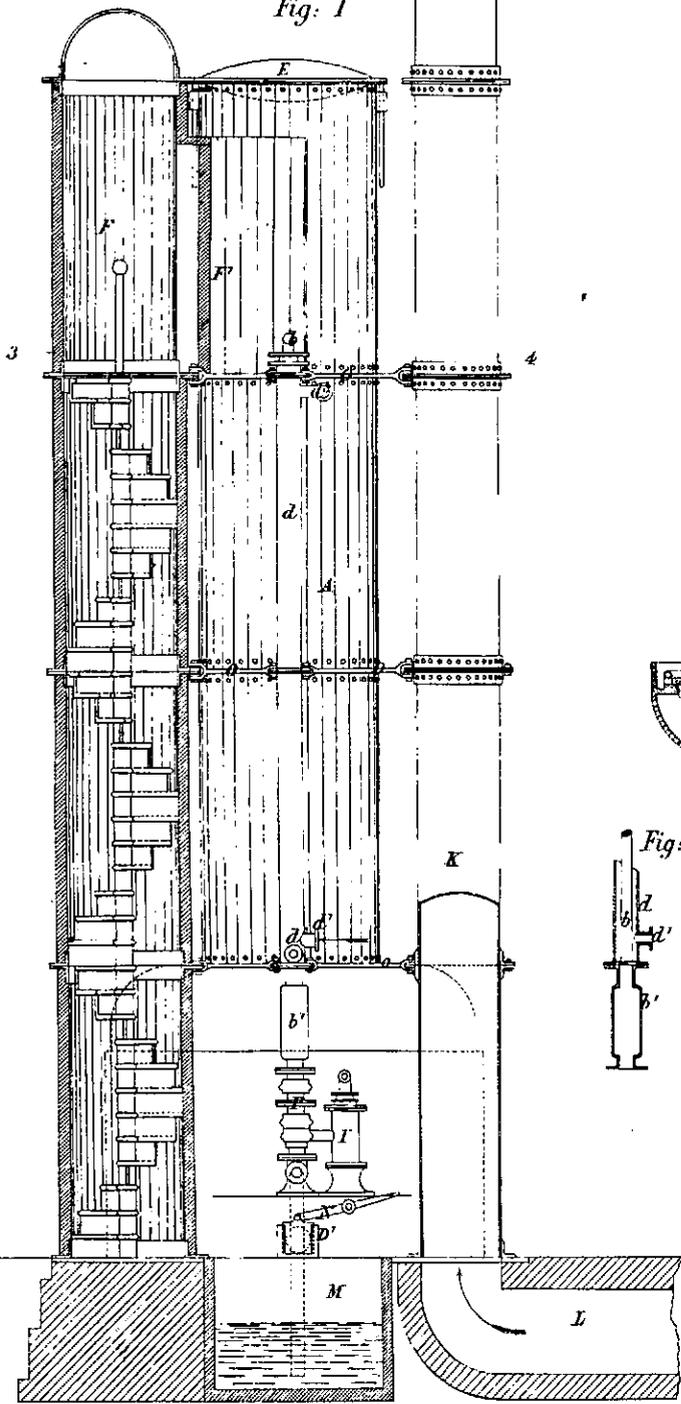


Fig: 3

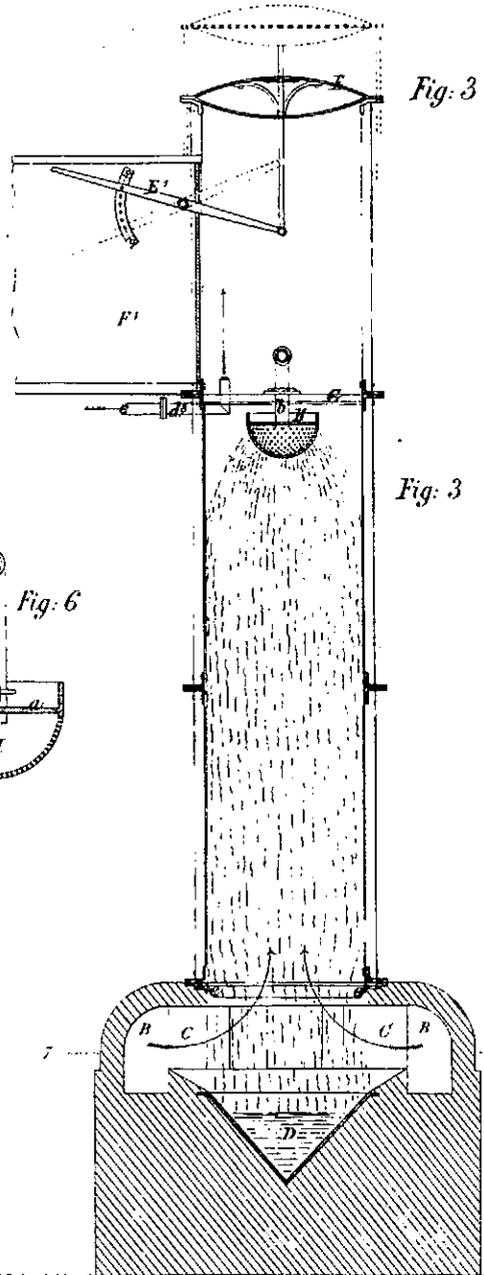


Fig: 3

Fig: 6

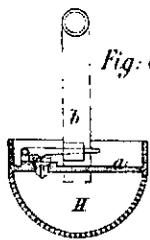


Fig: 7

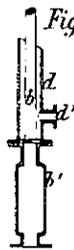


Fig: 5

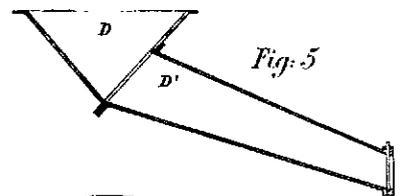


Fig: 2

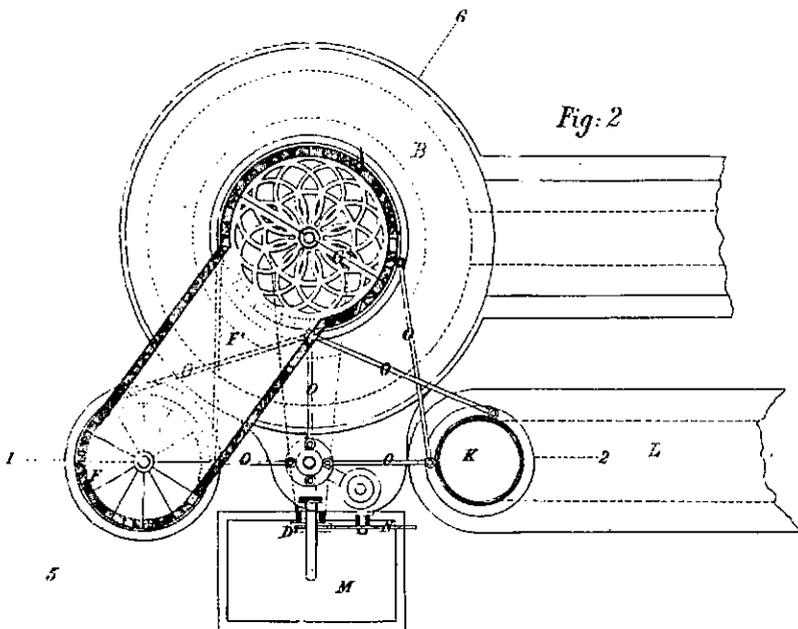
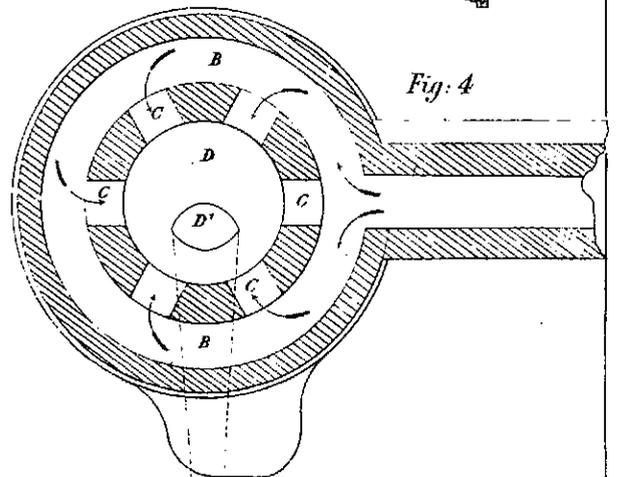


Fig: 4



This is the Paper of Drawings marked A referred to in the annexed Letters of Registration granted to Robert Toth this Seventeenth day December 1868.

(Signed) Halsewood

COPY
B

FIG. 9.

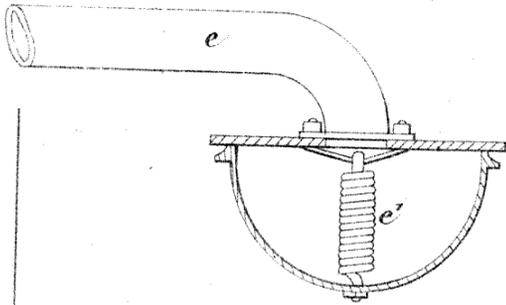
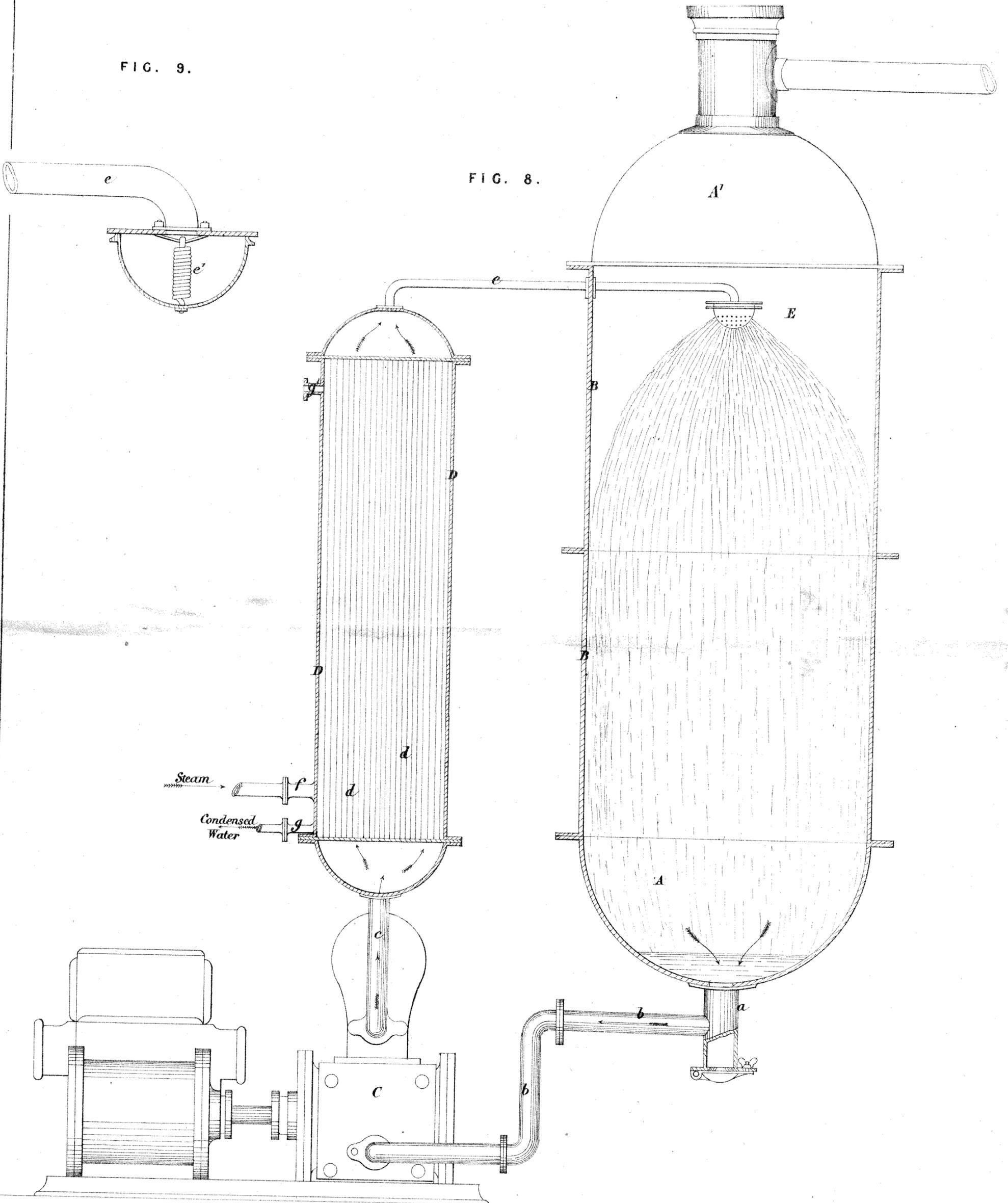


FIG. 8.



This is the Paper of Drawings marked B referred to in the annexed Letters of Registration granted to Robert Tooth this Seventeenth day December 1868.

(Signed) Belmore



A.D. 1868, 17th December. No. 194.

IMPROVEMENTS IN THE METHOD OF SEPARATING ORES FROM THEIR MATRICES.

LETTERS OF REGISTRATION to John Munday, for Improvements in the method of separating Ores from their Matrices.

[Registered on the 19th day of December, A.D. 1868, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a Member of Her Majesty's Most Honorable Privy Council in Ireland, Governor and Commander-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting:

WHEREAS JOHN MUNDAY, of Clunes, in the Colony of Victoria, mining engineer, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, "Of an invention for improvements in the method of separating ores from their matrices," which is more particularly described in the specification and paper of drawings which are hereunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said John Munday, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said John Munday, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said John Munday shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this seventeenth day of December, in the year of our Lord one thousand eight hundred and sixty-eight.

(L.S.)

BELMORE.

Improvements in the method of separating Ores from their Matrices.

SPECIFICATION of JOHN MUNDAY, of Clunes, in the Colony of Victoria, mining engineer, for an invention intituled "Improvements in the method of separating ores from their matrices."

THE nature of my invention, and the manner in which the same is to be performed, is particularly described and ascertained in and by the following statement, reference being had to the drawings hereto annexed, and to the letters and figures marked thereon (that is to say) :—

My invention is designed for the purpose of separating ores from their matrices when in a crushed or finely divided state, and may be stated to consist of the application of knives or flukes to the radial arms of a buddle, and the method by which they are so applied as is hereafter more particularly shown.

Figure 1 shows a sectional view of an ordinary concave buddle, with my improvements, and figure 2 shows a plan of same.

A is the trough for receiving the material to be operated upon; B, the launder for conveying sand to a receptacle C, fixed on the revolving axle or shaft D; E, pipes for conveying the sand to the rim of the buddle F; G, the outlet for the sand at the bottom of the buddle; H, a centre-piece, to which are attached the arms I; J, the subsidiary arms carrying the knives or flukes K, which being attached to round bars can be set at any required angle; L, the screw-bolt connecting the subsidiary to the main arms at their extremities; and M is the hinge by which they are connected at the inner end. The screw bolt L is for the purpose of adjusting the height of the knives or flukes from the surface of the buddle; P is the waste escape; Q is the shaft for communicating motion to the revolving shaft D.

The mode of operation is as follows :—Motion is communicated to the machine by means of the shaft Q, and the material to be treated is supplied to the mixing trough A, as stated, and mixed with a sufficient quantity of water; it then runs through launder B to a receptacle C, from which it is conveyed by pipe E, and discharged down the inner edge of the buddle F, and is acted upon by the knives or flukes K, set angularly, the result of which is, that the specifically lighter particles escape toward the centre of the buddle, and are then discharged through the outlet G, whilst the heavier particles are concentrated near the circumference of the buddle, and when there is a sufficient quantity accumulated can be taken out and treated in any approved way for the extraction of the metal.

If the buddle were a convex one the knives or flukes must be near the centre, and consequently the concentrated material would be there also.

The knives or flukes may be made of any suitable material, although I prefer iron, and they may be set in any quantity, of any size, and at any required angle, according to the nature of the material under treatment; they might be substituted by any suitable mechanical equivalent, such as flat brushes of wire or stiff hair, although I prefer the knives or flukes, as shown.

I do not claim the use of any kind of buddle, and have shown it merely that the method of operating might be more distinctly understood; and I would here remark that I believe it will be found especially efficacious in the separation of pyrites and other minerals of a similar nature from the accompanying lighter matters.

What I claim is, the application of knives or flukes, set angularly, to the radial arms of a buddle; and also the means by which they are applied (consisting of subsidiary arms, connected to the main arms, the hinge by which they are so connected, and the screw bolts by which the subsidiary arm carrying the knives is kept in its proper position), in the manner and for the purposes substantially as herein described and explained.

In witness whereof I, the said John Munday, have hereto set my hand and seal this second day of September, one thousand eight hundred and sixty-eight.

JOHN MUNDAY. (L.S.)

This is the specification referred to in the annexed Letters of Registration, granted to John Munday this seventeenth day of December, 1868.

BELMORE.

REPORT.

Sydney, 24 November, 1868.

SIR,

The application of Mr. John Munday for Letters of Registration for "Improvements in the method of separating ores from their matrices," having been referred to us, we have the honor to report that we have examined the specification and drawing accompanying the same, and see no objection to the issue of Letters of Registration as desired.

We have, &c.,

THE PRINCIPAL
UNDER SECRETARY.

J. SMITH.
HAROLD MACLEAN.

[Drawings—one sheet.]

(COPY)

MUNDAY'S PATENT

Nº194

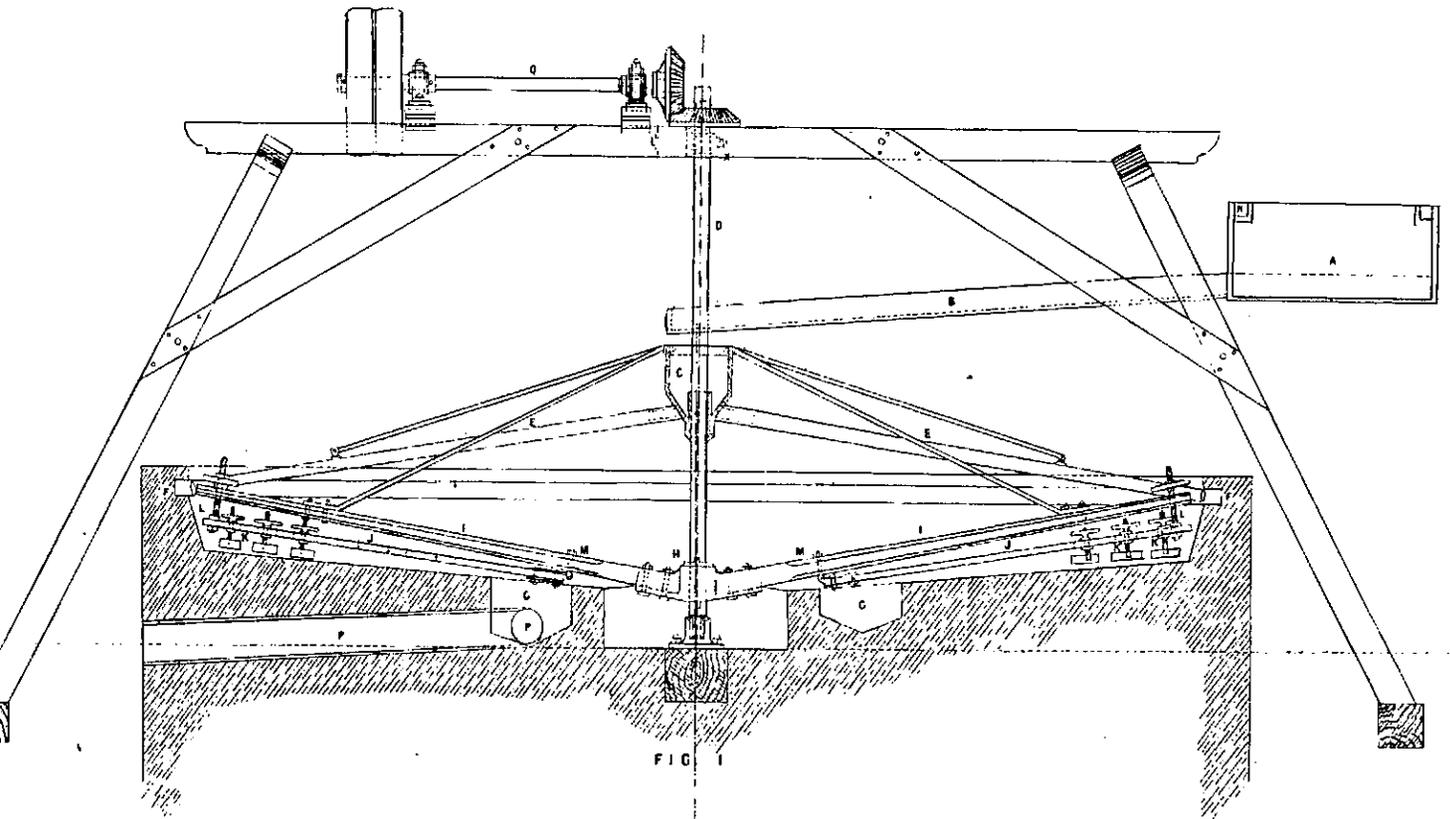


FIG. 1

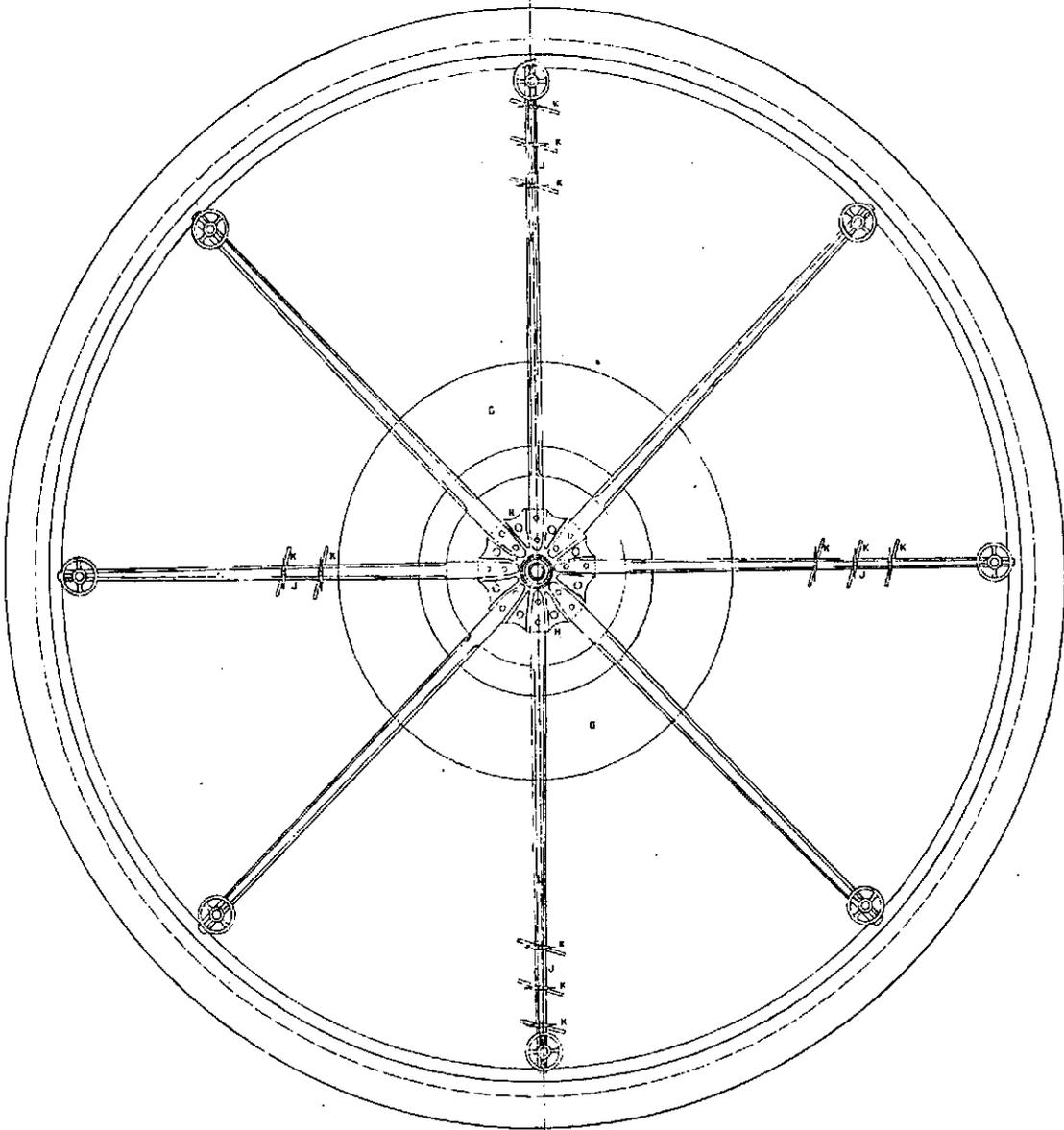


FIG. 2

Photo-lithographed at the Govt Printing Office,
Sydney, N.S.Wales.

This is the copy of Drawings referred to in the aforesaid Letters of Registration
granted to John Munday this Seventeenth day of December 1868
(Signed) Belmore



A.D. 1869, 5th January. No. 195.

IMPROVED EXPLOSIVE COMPOUND AND SELF-IGNITING TIME-MATCH

LETTERS OF REGISTRATION to Joseph Hafenegger, for an Invention of an improved explosive compound and self-igniting Time-Match.

[Registered on the 6th day of January, A.D. 1869, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a Member of Her Majesty's Most Honorable Privy Council in Ireland, Governor and Commander-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting:

WHEREAS JOSEPH HAFENEGGER, of the City and County of San Francisco, State of California, United States of America, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, "Of an invention intituled an improved explosive compound and self-igniting time-match," which is more particularly described in the specification hereunto annexed; and that he the said Petitioner hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years; and I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said Joseph Hafenegger, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement, for and during and unto the full end and term of fourteen years from the date hereof,—to have, hold, and exercise unto the said Joseph Hafenegger, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be completed and ended: Provided always, that if the said Joseph Hafenegger shall not, within three days from the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this fifth day of January, in the year of our Lord one thousand eight hundred and sixty-nine.

(L.S.)

BELMORE.

Improved Explosive Compound and Self-igniting Time-match.

SPECIFICATION of JOSEPH HAFENEGGER, of the City and County of San Francisco, State of California, United States of America, for an invention intituled an improved explosive compound and self-igniting time-match.

My invention consists of an improved explosive compound and self-igniting time-match as a substitute for gun and blasting powder.

In the manufacture of my powder the same general combination of ingredients are employed, with one or two exceptions, in which cases a change of from one to two of the agents is made, as for instance when a weaker or stronger or self-explosive compound is wanted; and for a better understanding of the different qualities I designate by numbers as follows, to wit:—

Powder No. 1 is composed of nine pounds chlorate of potash, one-fourth pound of sulphur, and one-fourth pound of light charcoal; I prefer willow charcoal. The potash and charcoal are first pulverized and mixed, and then the sulphur is added, and the whole thoroughly incorporated; or six parts of chlorate of potash, four parts charcoal, and one part sulphur may be employed. By these proportions a very good powder is had, but the strength is not so great as the first, neither is it quite so safe.

These compounds, when so formed, make a very good and cheap blasting powder when saturated with a liquid which I will describe below.

Powder No. 2 is prepared with two pounds chlorate potash, one pound fine dry white sugar, one pound ferro-prussiate potash. I pulverize the potash and add the sugar and ferro-prussiate potash in rotation. This is self-exploding in from one half to two hours, according to the temperature in which it is kept or exposed to the air, that is to say, when saturated with the liquid below-mentioned. This liquid, which I term a self-igniting match or liquid, consists of one or two more or less parts phosphorous, and two parts bi-sulphur of carbon, and its effects are more or less instantaneous upon the compounds, according to the degree of saturation; for instance, if the compound is thoroughly wetted with the liquid it will explode much later than when partially saturated. A nearer approximation may be obtained by experimenting and timing.

Powder No. 3 is composed of four pounds of chlorate of potash, one-fourth pound of charcoal, one pound of sulphur or sugar, and one pound ferro-prussiate potash, which, when mixed, forms a good shooting powder, and may be used with or without my self-igniting match. If saturated with the liquid or self-igniting match it will be of much greater strength, or a compound made of three and a half pounds of chlorate of potash, one pound of ferro-prussiate potash, and one pound of sulphur, may be employed, and will form a good and cheap shooting powder with or without the match. This powder is also good for exploding shells.

Powder No. 4 I prepare with four pounds chlorate potash, four pounds sugar, one-fourth pound of charcoal, more or less, and one-fourth pound sulphur, and is also used for blasting and shells.

Powder No. 5 is prepared by using one part charcoal potash and one part sugar. This is a very good self-exploding compound when the fluid is added, but will not go off by the direct action of fire, but will explode when it is saturated with the self-igniting match in about half an hour, according to the temperature.

Powder No. 6 is composed of eleven pounds of chlorate potash, one-fourth pound sulphur, and one-fourth pound charcoal. This compound is a very good one for shells, giving a terrible explosive effect when saturated with the liquid, and that in a small aperture, so small, that if the aperture were filled with gunpowder and ignited, it would have no effect whatever. In this case, where a match is wanted, the opening leading to the chamber is filled with gun cotton saturated with or without my self-igniting fluid, and care should be taken to have the gun cotton touch the compound, when it will ignite in the set or desired time without the aid of fire.

This compound will be found very effective and cheap for blasting in mines, as dampness or water will not greatly impair its efficacy; and the ease and safety with which it can be transported will commend it to parties, as it can be transported and mixed at the place of using by unskilful hands. I would recommend that the fluid, of which the match is composed, be transported in separate flasks, as the quantity of each to be used can be determined after a little practice.

Powder No. 7 is composed of one part of chlorate potash and one part of charcoal (willow or pine) saturated with the liquid;—will self explode with a terrible effect in from one half to one hour.

Powder No. 8. Chlorate of potash, pulverized and saturated with the liquid, will self-explode in about half an hour.

No little importance can be attached to this compound as a match by Governments or Nations at war, as where mins are to be exploded and cities destroyed, for it can be so timed that the explosion need not take place until the dislodged army are a great distance away; and powder magazines in the enemy's country may be exploded by a spy or individual with little danger of detection. Tissue paper wet with it will soon take fire and consume, and that in the highest wind, where common matches would fail. All the powders above-mentioned when compressed are of much greater strength than when loose.

If any of the above-mentioned powders, saturated with the liquid, should take fire immediately after adding the liquid to it, then it will only burn and be of less danger than loose gunpowder, but it will get its terrible strength after the liquid gets dry. Of the powders, No. 3 will explode by a slight tap with an iron, or a wheel passing over it on a stone or iron roadway, but not until after it has been saturated with the fluid above described, and thoroughly dried. This compound without the liquid will make good cartridges that will explode by percussion.

Having thus described my invention, what I claim and desire to secure by Letters Patent is,—

The within described explosive compound, consisting of Nos. 1, 2, 3, 4, 5, 6, 7, and 8, made of the ingredients enumerated, mixed or compounded in about the proportions specified, more or less.

Improved Explosive Compound and Self-igniting Time-match.

I also claim the self-igniting match compounded of the liquids or fluids enumerated, whether applied separately or mixed to the explosive compounds or materials sought to be ignited or exploded substantially as described.

In witness whereof I have hereunto set my hand and seal, this fifth day of November, one thousand eight hundred and sixty-eight.

JOSEPH HAFENEGGER. (L.S.)
By his Attorney duly authorized,
EDWARD WATERS.

This is the specification referred to in the annexed Letters of Registration, granted to Joseph Hafenegger this fifth day of January, 1869.

BELMORE.

REPORT.

Sydney, 2 December, 1868.

SIR,

The application of Mr. Joseph Hafenegger for Letters of Registration for an improved explosive compound and self-igniting time-match, having been referred to us, we have the honor to report that we have examined the specification accompanying the same, and see no objection to the issue of Letters of Registration as desired.

THE PRINCIPAL
UNDER SECRETARY.

We have, &c.,
J. SMITH.
CHAS. WATT.



A.D. 1869, 5th January. No. 196.

AN IMPROVEMENT IN THE CONSTRUCTION OF IRON TELEGRAPH POSTS.

LETTERS OF REGISTRATION to John Slater, for an Improvement in the construction of Iron Telegraph Posts.

[Registered on the 8th day of January, A.D. 1869, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a Member of Her Majesty's Most Honorable Privy Council in Ireland, Governor and Commander-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS JOHN SLATER, of Melbourne, in the Colony of Victoria, merchant, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, "Of an invention, entitled, an improvement in the construction of iron telegraph posts," which is more particularly described in the specification and paper of drawings which are herunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said John Slater, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said John Slater, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said John Slater shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court, at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this fifth day of January, in the year of our Lord one thousand eight hundred and sixty-nine.

(L.S.)

BELMORE.

Improvement in the construction of Iron Telegraph Posts.

SPECIFICATION of JOHN SLATER, Collins-street, Melbourne, Victoria, merchant, for an improvement in the construction of Iron Telegraph Posts.

DESCRIPTION OF DRAWINGS.

FIGURE 1 represents a rolled iron tubular telegraph post, telescope pattern, consisting of three tubes, 8 feet, 6 feet, and 5 feet in length each, and $2\frac{1}{8}$, $2\frac{1}{8}$, $1\frac{3}{4}$ inches in diameter each; the top piece is a solid rod 4 feet long, and $1\frac{3}{8}$ in. diameter, but I do not confine myself to these actual lengths and sizes.

The top piece or rod is fitted to receive iron or wooden cross arms C and D, or brackets, which can be of any pattern or shape to receive the insulating pins as shown in the drawing.

The several pieces or tubes are by preference pressed together by the insertion of the smaller tube into the larger one when the latter is heated, in the required lengths, but can also be welded and forged in the ordinary way, and the whole galvanized or painted for protection from the weather.

Figures 2 and 3 are cast iron feet fitted with flanges to take a bearing in soft ground to keep the posts in a perpendicular position; they have also cross ribs or webs to strengthen them; the piece marked (a) is a staple or clamp, which surrounds the lower tube at the intersection of the dotted lines A and B, and which is passed through the foot-piece, and screwed up with nuts in the usual way.

The peculiarity in the construction of these posts is the wrought iron tubes fitted together in sections, which may be of any required strength or thickness to give them the necessary stability, the cast iron feet to take the bearing or thrust and to keep them in a perpendicular position.

In witness whereof I, the said John Slater, have hereto set my hand and seal.

JOHN SLATER. (L.S.)

Witness—W. J. WORKS.

—

This is the specification referred to in the annexed Letters of Registration, granted to John Slater this fifth day of January, 1869.

BELMORE.

REPORT.

Electric Telegraphs, Chief Office,
Sydney, 4 December, 1868.

SIR,

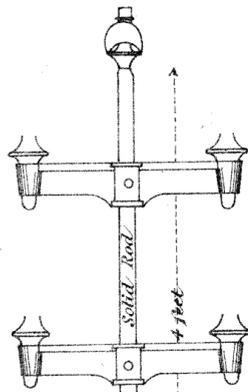
We do ourselves the honor to report that we have had under consideration Mr. John Slater's application for Letters of Registration for his invention of improvements in the construction of iron telegraph posts, and we recommend that Letters of Registration be granted to Mr. John Slater in terms of his petition, specification, and plan, herewith returned.

We have, &c.,

GOTHEK K. MANN.
E. C. CRACKNELL.

THE PRINCIPAL
UNDER SECRETARY, SYDNEY.

[Drawings—one sheet.]



Half Round Iron Hoop shrunk on Joints to strengthen them.

Improved Tubular wrought Iron Telegraph Post.

Fig. 1

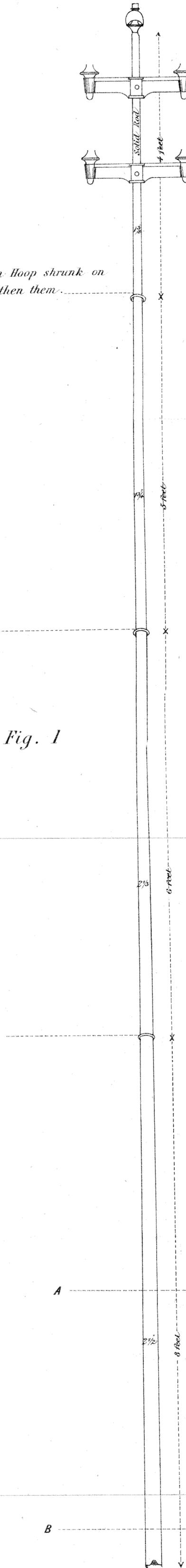


Fig. 2

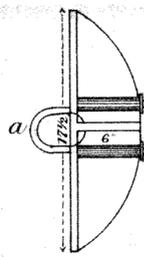
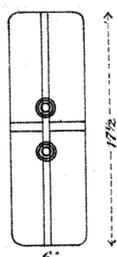


Fig. 3



2 Flanged Feet to be fitted at dotted lines A & B

This is the Paper of Drawings referred to in the annexed Letters of Registration granted to John Slater this 24th day of January 1869.
Signed Belmore

(Signed)
John Slater
by his Agent
William Jolly

[199]



A.D. 1869, 12th January. No. 197.

**TREATMENT OF CANE AND BEETROOT JUICE, &c., FOR EVAPORATING
AND CONCENTRATING PURPOSES.**

LETTERS OF REGISTRATION to Alfred Fryer, for improvements in the mode of treating, chiefly for evaporating and concentrating purposes, cane-juice, beetroot-juice, and other saccharine and other solutions and liquids, and in the construction of apparatus for the concentration of saccharine and other solutions for the evaporation of liquids, and for the preparation of crushed cane or megas to be used for the concentration of cane-juice.

[Registered on the 15th day of January, A.D. 1869, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a Member of Her Majesty's Most Honorable Privy Council in Ireland, Governor and Commander-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS ALFRED FRYER, of Manchester, in that part of Great Britain called England, gentleman, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, "Of an invention of improvements in the mode of treating, chiefly for evaporating and concentrating purposes, cane-juice, beetroot-juice, and other saccharine, and other solutions and liquids, and in the construction of apparatus for the concentration of saccharine and other solutions for the evaporation of liquids, and for the preparation of crushed cane or megas to be used for the concentration of cane-juice," which said invention is more particularly described in the specification marked A, and the papers of drawings marked B and C respectively, all of which are herunto annexed ; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four ; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years : And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the

prayer

Treatment of Cane-juice, &c., for evaporating and concentrating purposes.

prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said Alfred Fryer, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said Alfred Fryer, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Alfred Fryer shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this twelfth day of January, in the year of our Lord one thousand eight hundred and sixty-nine.

(L.S.)

BELMORE.

(A.)

SPECIFICATION of ALFRED FRYER, of Manchester, in that part of Great Britain called England, gentleman, of an invention—"Improvements in the mode of treating, chiefly for evaporating and concentrating purposes, cane-juice, beet-root juice, and other saccharine, and other solutions and liquids, and in the construction of apparatus for the concentration of saccharine and other solutions, for the evaporation of liquids, and for the preparation of crushed cane or megas, to be used for the concentration of cane-juice."

Now know ye, that I, the said Alfred Fryer, do hereby declare the nature of the said invention, and in what manner the same is to be performed, to be particularly described and ascertained in and by the following statement thereof, that is to say:—

For the sake of clearness I will describe—

- 1st. My improvements in apparatus for the concentration of cane-juice and saccharine, and other solutions, and for the evaporation of liquids.
- 2nd. My improved mode of treating cane-juice and saccharine, and other solutions and liquids; and
- 3rd. My improved method of preparing the crushed cane or megas to be used as fuel for the evaporation of cane-juice; and also, for the sake of clearness, I will only refer to cane or beet-root juice as the material treated, it being understood that my apparatus and mode of treatment are applicable to the evaporation or concentration of other more or less liquid bodies.

Over a furnace I set at a slight incline a shallow vessel, made in parts which, for the sake of convenience in hereafter describing the same, I call trays. These trays are joined together to form one vessel either by channels projecting outwards from the lower end of one tray and returning into the upper end of the next, or in other convenient way. These trays have transverse grooves or corrugations, and stop or baffle plates, forming channels so as to cause the juice to traverse from side to side in its progress from the upper to the lower end of the vessel. A good proportion for this vessel is to make its length about seven times its width. I use also a revolving cylinder, which for the sake of convenience I place at the side of the corrugated vessel and at a slightly lower level, so that the juice may flow from the corrugated vessel into the cylinder without having to be pumped. This cylinder is provided with a central shaft, on which a series of spiral blades is fixed. At each end of the cylinder there is a concentric ring or flange projecting inwards, which enables the cylinder to contain a certain quantity of juice. The cylinder is placed at a slight incline from the entrance to the exit end. I drive or draw heated air through the inside of this cylinder. For the sake of economizing fuel I use for heating this air the waste heat of the furnace in manner well known, that is to say: I pass the products of combustion on the way from the furnace to the chimney through a number of pipes, between which air is forced or drawn before entering the cylinder.

The cylinder may, if found more convenient, be placed in some other position than that before mentioned; and, if thought desirable, the vapour from the shallow corrugated vessel or trays may, by covering the trays and other suitable arrangements, be conducted around the outside of it for the further economy of the heat.

Figure 1 of the accompanying drawings is a front elevation, showing my apparatus.

Figure 2 is a plan.

Figure 3 is an end elevation.

Figure 4 is a cross section on line A B of figure 2.

AA are the trays. Each of the trays A has a series of curved corrugated channels a^1a^1 . These corrugations are too small to be shown on the small scale of the drawings. Ribs a^2a^2 extend from one side to near the opposite side, as shown in the drawings, and make the channels continuous from end to end of each tray. An incline is made from one series of channels to the next; this incline is too slight to be shown on the same scale of the drawing. At the turns of the channel the corners are filled up by sloping corner-pieces a^3a^3 . The trays are connected, and form one continuous channel by open elbow channels a^4a^4 .

These trays are usually made of ordinary cast-iron, but where subject to great fluctuations of temperature they may be made of malleable cast-iron, cold-blast, Carron iron, gun metal, or wrought iron. If made of wrought-iron I omit the corrugations and make the ribs of bar iron, cut into teeth or notches, which

Treatment of Cane-juice, &c., for evaporating and concentrating purposes.

which teeth are riveted through the bottom of the tray. The bottom of the wrought-iron tray is formed of a flat plate or flat plates, and the incline necessary for the flow of the juices is obtained by putting the tray at a slight inclination. The corner-pieces a^3 are not needed in the wrought-iron trays. B is the furnace-flue carried underneath the trays.

C is the revolving cylinder, which I prefer to make of sheet metal, and to each end of which is fastened a cast-iron concentric ring c^2 . The inner periphery of these concentric rings is smaller in diameter than the shell of the revolving cylinder, so as to enable the cylinder to hold a certain quantity of juice. The cylinder is supported upon rollers c^1 . It may be made to revolve either by a toothed pinion working into a toothed wheel fixed on one of the concentric rings c^2 , or in any other convenient way, as for instance by means of driving the shaft on which the aforesaid rollers are fixed.

As usually arranged, a small engine is put down to drive this cylinder, and also the fan G.

The cylinder usually makes about four revolutions, and the fan about 600 revolutions, per minute. I prefer to make the cylinder deliver the juice it contains, when sufficiently concentrated, by means of pockets fixed on the inside of the shell of the revolving cylinder at the concrete discharge end. These pockets revolving with the cylinder take up a certain quantity of the concentrated juice at each revolution, and discharge it, if desired, into a shoot, which is so arranged as to catch the concentrated juice as it falls from the pockets and deliver it outside the apparatus in a state ready for cooling, into what I term Fryer's concrete. If at any time the liquor issuing from the cylinder is found not to be sufficiently concentrated, the supply of liquor flowing into the cylinder can be temporarily stopped, and the shoot pushed on one side, thus retaining the liquor within the cylinder, and exposed to the heated air, until the desired degree of concentration is obtained. Though I prefer the plan of delivery described above, yet other means for discharging the juice from the cylinder may be used if found more convenient. In order easily to ascertain the condition of the substance operated upon, I fix a lantern against an aperture in the air-tube in such a manner as to throw light upon the concrete discharge end of the cylinder, which then may be examined by means of a peep-hole provided with a suitable cover.

The cylinder is slightly inclined towards the concrete discharge end to assist the flow of the material thereto. Sets of spiral blades are placed in the cylinder C; each blade is formed of a sheet of thin metal, pierced with holes, and bent into a curved shape. Instead of these spiral blades other apparatus for obtaining the same end may be adopted if found more convenient, that is to say, the spiral blades may be replaced by other apparatus suitable for exposing a large surface of the liquor to be acted upon to the action of the heated air.

H is a tank for receiving the juice from the trays A A. The juice in passing into the tank first falls into a small vessel, from which it flows over into the tank. This vessel contains a saccharometer, so that the density of the juice is under constant inspection. From the tank H the juice flows in a stream, which may be increased or diminished at leisure through the pipe D into the cylinder C.

E is an heating apparatus, formed of a casing containing a series of tubes e^1 , situated to give passage to the products of combustion from the furnace after passing through the flue under the trays, and before entering the chimney e^3 . Air is admitted to circulate between and amongst the pipes, and thus becomes heated before entering the cylinder C, through the fixed pipe e^2 . I do not confine myself to the means just described for heating the air previous to its admission into the cylinder, as any other means may be adopted. e^4 is a man-hole giving access to the pipe e^2 . F is a fixed metal connecting-piece at the air exit of the cylinder, and G is a fan for exhausting the heated air through the cylinder C.

I do not however confine myself to this means of causing a current of heated air to flow through the cylinder C, as a steam jet or other convenient apparatus may be used for this purpose.

My improved mode of treating cane or beet-root juice is to cause the juice to flow first in a continuous stream into the shallow tray hereinbefore described, entering at the furnace end and along the channels of which it travels until it reaches the outlet therefrom. By this means the juice is exposed to the greatest heat when it is in the least concentrated state, and as it, by degrees, flows on in the channels, and passes further from the furnace end, it becomes more concentrated, while at the same time it is gradually exposed to a less degree of heat; thus the juice is subjected to a heated surface for a very small portion of time. Thus by this apparatus for concentrating cane or beet-root juice, or other solutions, liable to be injured by great and continued heat, concentration is effected without mischief to the substance operated upon. On flowing off from the shallow tray, the juice passes into the tank, and thence through a strainer into the gauge vessel, whence it flows into the cylinder C, out of which it emerges in a more or less concentrated state. When cool, the mass, if sufficiently concentrated, solidifies and assumes a semi-crystalline or non-crystalline homogeneous form to which, as before stated, I give the name of Fryer's concrete. The cylinder and its contents are heated by the heated air driven or drawn through it in a dispersed and constantly changing current, and, if it is thought desirable, the vapour from the shallow corrugated trays may be carried around the outside of the cylinder so as to aid in heating it. The spiral blades in revolving are thus fully exposed to the action of the heated air, the temperature of which is so immediately reduced by the evaporation it causes as to produce no prejudicial effects. When I desire to make sugar in crystals, instead of Fryer's concrete, I effect a circulation of the saccharine matter acted upon in the cylinder by removing it from one end thereof and causing it to re-enter at the other. I effect this by leading the shoot hereinbefore described out of the side of the air tube instead of out of the bottom thereof. This shoot thus constructed delivers the substance operated upon into a gutter or channel outside the cylinder, along which it flows back, and is delivered into the other end of the cylinder.

In order to make use of the steam arising from the boiling liquid in the trays when I do not desire to use it directly for the purpose of heating the cylinder, or when I desire to make use of any other steam or vapour about or below the temperature of 212° Fahrenheit, for the purpose of the evaporation of liquids, or concentration of solutions in cases where it is not desired to conduct the process in a total or partial vacuum, and where it is not desired to bring the fluid to be acted upon in contact with one side of a metallic or other diaphragm or division heated on the opposite side by the steam or vapour aforesaid, I make use of the aforesaid steam or vapour in the following manner:—I employ the vapour for the purpose of heating one surface of a metallic or other conducting division, over the opposite surface of which air is caused to flow for the purpose of absorbing the heat. The heat thus absorbed I apply to the evaporation of liquids or the concentration of solutions by causing the air heated as aforesaid to come into immediate contact with the liquid or solution to be operated upon.

In

Treatment of Cane-juice, &c., for evaporating and concentrating purposes.

In some cases I find it desirable to adopt the following improved mode of treating saccharine and saline solutions by bringing into direct contact with them the gases or products of combustion from a furnace, or in case of some saccharine solutions, as for instance some solutions of beet-root sugar, the heated carbonic acid gas given off by limestone during the process of roasting. The furnace may be of any description, provided the gases or products of combustion will not injuriously affect the solutions. The method in which I prefer to carry this into effect is as follows:—In some cases I pass the gases or products of combustion either with or without an admixture of air between a series of spiral blades or volutes, symmetrically arranged, and revolving round a common centre. The external edges of these blades in their lowest position are immersed in the solution to be operated upon, and by their revolution the solution flowing over their surfaces toward the common centre preserves the surfaces in a moist state. The heated gases passing over these moistened surfaces effect the concentration desired. In other cases I pass the heated gases over other moistened surfaces of any other form and arrangement, or I cause the heated gases to pass through the reticulations of network, wirework, or perforated plates, the edges of such reticulations being kept moist by the application to them of the solution to be concentrated. Or I cause the heated gases to pass through a chamber, in which the solution to be operated upon is exposed in the form of drops to their action.

Where the gases and products of combustion are used directly for concentrating purposes, as hereinbefore described, and especially where they are used for concentrating the juice of the beet-root, I place limestone in the furnace or flue in such a way that the carbonic acid contained in the limestone is driven off and mingled with the products of combustion, and I bring the carbonic acid mingled with such products into contact with the juice, and thereby neutralise the alkali or caustic lime contained therein.

When megas or crushed cane is used as fuel for the concentration of cane-juice, I introduce within the furnace a shelf or other suitable receptacle, on which the megas when damp may be placed, and where it shall be partially dried before it falls on the hearth to be burnt. In other cases I construct a chamber for drying the megas, in such a position that the megas shall pass direct from it into the combustion furnace. This chamber I heat by means of the waste products of combustion, and also in some cases partially by the heat radiated from the combustion furnace I bring the waste products of combustion to this chamber, either by means of a flue and of a chimney, causing a draught through the combustion chamber, or by means of a flue and of a fan or steam jet producing a similar effect.

In other cases, in order to dry the megas before using it as fuel, I construct a revolving or reciprocating hollow cylinder prism or truncated cone, in which the megas is placed, so as to be agitated by the motion of the cylinder prism or truncated cone, and through which I cause a current of heated air or gases to pass. Or, to agitate the fuel in a vessel as aforesaid, I construct arms, either revolving or reciprocating, within the vessel, and cause a current of heated air or gases to pass through it, for the purpose of drying the fuel aforesaid.

In other cases my improvement consists in constructing shelves, which I prefer to make of open bars. These shelves are provided with means of being readily thrown into an inclined or vertical position. They are enclosed in a chamber and are placed one above the other, while heated air and gases are passed through and amongst them. In the first instance, the megas to be dried is placed on the upper of these shelves, where it is allowed to rest for a time, and where it is caused to drop to a lower shelf when required, by throwing the shelf on which it rests into an inclined or vertical position, the megas on this second shelf having been previously suffered to fall upon the third. Thus the damp megas passes from shelf to shelf, changing its position and arrangement on each, until it finally emerges from the bottom of the chamber, having parted with some or all of its moisture.

Having now described the nature of the said invention, and in what manner the same is to be performed, I declare that what I claim and desire to secure by Letters Patent is—

- 1st. Treating cane-juice and saccharine solutions and liquids in order to obtain what I term Fryer's concrete, or sugar in a non-crystalline or semi-crystalline solid state, by exposing it or them to heat in shallow trays, and then to heat in a revolving cylinder, all substantially in manner herein set forth.
- 2nd. Treating solutions and liquids for evaporating and concentrating purposes, by exposing them to heat in shallow trays, and then to heat in a revolving cylinder as herein set forth.
- 3rd. Treating cane-juice and saccharine and other solutions and liquids for evaporating and concentrating purposes, by passing it or them through or into a revolving cylinder heated from the inside, and through the inside of which heated air is forced or driven.
- 4th. The use of trays substantially as hereinbefore described for exposing shallow streams of saccharine or other solutions, or of liquids, to the action of heat, for evaporating or concentrating purposes.
- 5th. The machinery or apparatus for the concentration of cane-juice and saccharine and other solutions, and for the evaporation of liquids, consisting of shallow trays in combination with revolving cylinders, all constructed and acting substantially in manner described.
- 6th. The method of using steam or vapour about or below the temperature of 212° Fahrenheit, for the purpose of heating air, to be used in the evaporation and concentration of liquids substantially in the manner hereinbefore described.
- 7th. The use of the products of combustion from a furnace for evaporating and concentrating saccharine and saline solutions by means of bringing them into direct contact with the solutions to be operated upon substantially in the manner hereinbefore described.
- 8th. The use of the gases given off by limestone during the process of roasting for evaporating and concentrating saccharine solutions by means of bringing them into direct contact with the solutions to be operated upon substantially in the manner hereinbefore described.

9th.

Treatment of Cane-juice, &c., for evaporating and concentrating purposes.

9th. The method of neutralising the alkali or caustic lime contained in certain saccharine or other solutions, by means of exposing them to the action of carbonic acid in combination with the products of combustion.

10th. The methods of and apparatus for drying crushed cane or megas substantially as and for the purpose hereinbefore described.

ALFRED FRYER.

Witnesses—

J. C. NEWBURN, 166, Fleet-street, London.

JAMES B. ALLIOTT, Bloomsgrave Works, Nottingham.

This is the specification marked A, referred to in the annexed Letters of Registration, granted to Alfred Fryer this twelfth day of January, 1869.

BELMORE.

REPORT.

Sydney, 10 December, 1868.

SIR,

In the matter of Mr. Alfred Fryer's application for Letters of Registration for "Improvements in the mode of treating cane-juice, &c., and in the construction of apparatus for the concentration of saccharine and other solutions, &c.," which has been referred to us, we have the honor to report that we have examined the specification and drawings accompanying the same, and see no objection to the issue of Letters of Registration, as prayed for.

We have, &c.,

J. SMITH,

GOTHER K. MANN.

THE PRINCIPAL
UNDER SECRETARY.

[Drawings—two sheets.]

C

FIG. 4

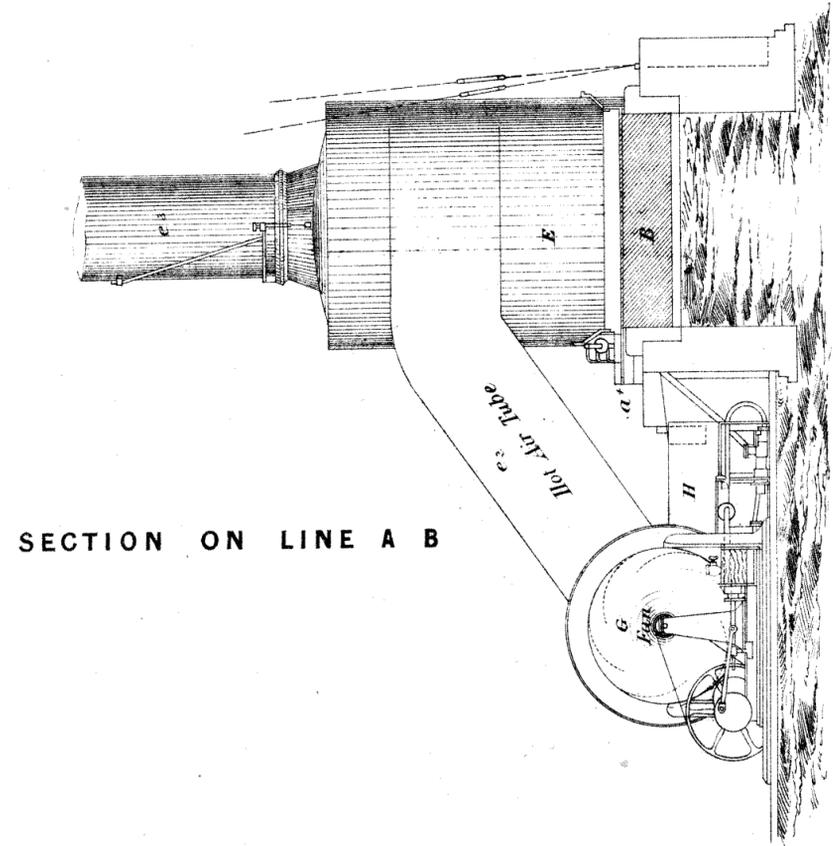
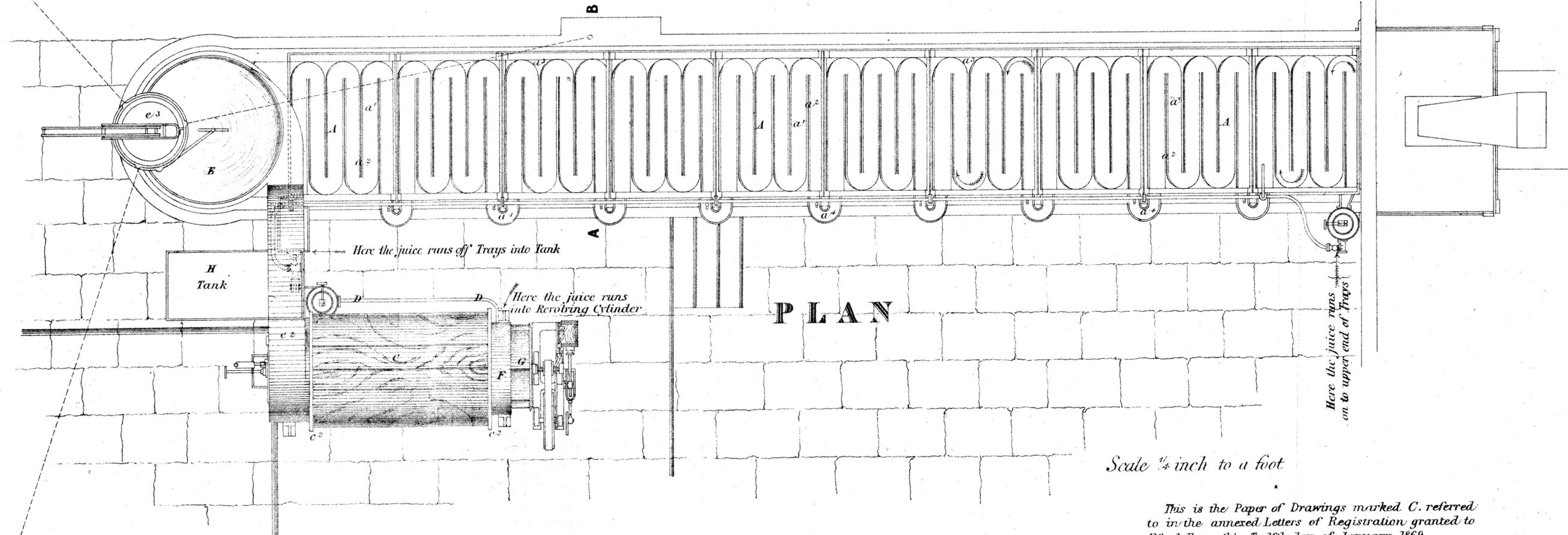


FIG. 2

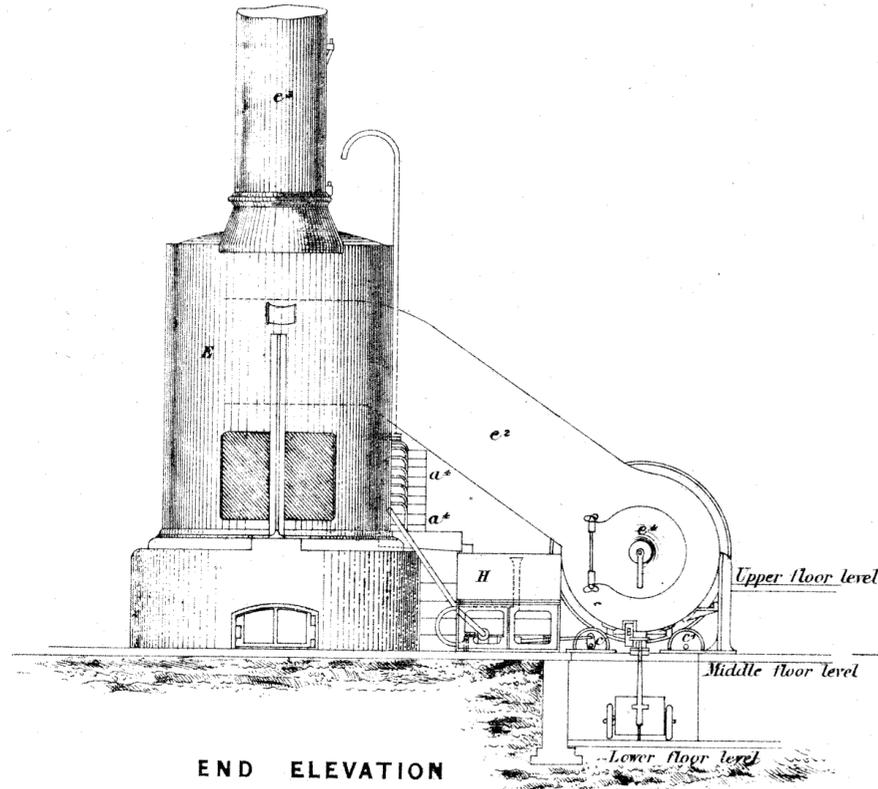


Scale 1/4 inch to a foot

This is the Paper of Drawings marked C. referred to in the annexed Letters of Registration granted to Alfred Fryer this Twelfth day of January 1869.

(Signed)
Belmore

FIG. 3



END ELEVATION

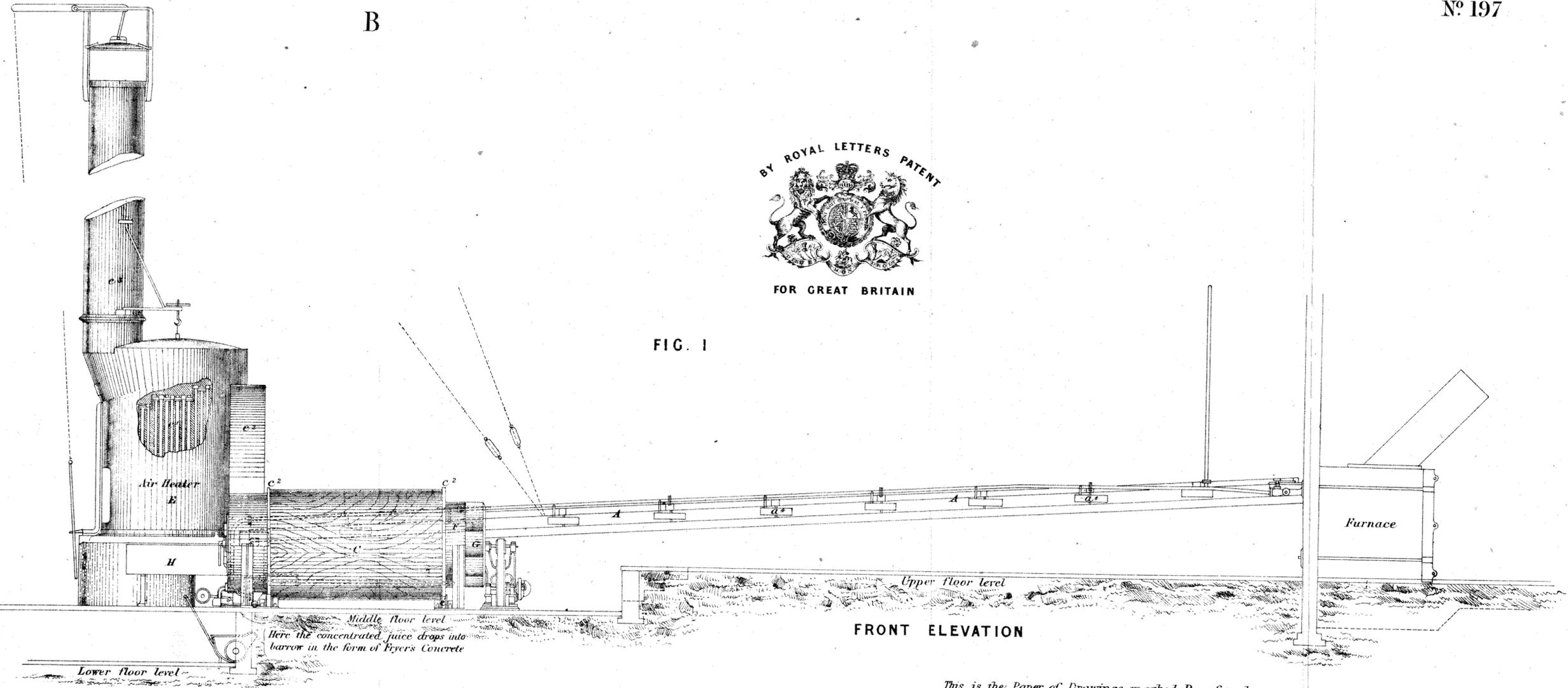


FIG. 1

FRONT ELEVATION



This is the Paper of Drawings marked B. referred to in the annexed Letters of Registration granted to Alfred Fryer this Twelfth day of January 1869.

(Signed)

Belmore

L



A.D. 1869, 19th January. No. 198.

IMPROVED METHOD OF RAISING SUNKEN VESSELS, &c.

LETTERS OF REGISTRATION to William Thomson, John Sharp, Edwin Bull, John Holme Jones, George Moore, Stephen Bartlett, and William Errington, for an improved method of raising sunken Vessels and Goods, and sustaining those which are afloat.

[Registered on the 20th day of January, A.D. 1869, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a Member of Her Majesty's Most Honorable Privy Council in Ireland, Governor and Commander-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting:

WHEREAS WILLIAM THOMSON, JOHN SHARP, EDWIN BULL, JOHN HOLME JONES, GEORGE MOORE, STEPHEN BARTLETT, and WILLIAM ERRINGTON, all of Ballarat, in the Colony of Victoria, gentlemen, have by their Petition humbly represented to me that they are the assignees of the author or designer of a certain invention or improvement in manufactures, that is to say, "Of an invention intituled an improved method of raising sunken vessels and goods, and sustaining those which are afloat," which is more particularly described in the specification and paper of drawings which are hereunto annexed; and that they, the said Petitioners, have deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and have humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to them for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said William Thomson, John Sharp, Edwin Bull, John Holme Jones, George Moore, Stephen Bartlett, and William Errington, their executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said William Thomson, John Sharp, Edwin Bull, John Holme Jones, George Moore, Stephen Bartlett, and William Errington, their executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and

Improved method of raising Sunken Vessels, &c.

fully to be complete and ended: Provided always, that if the said William Thomson, John Sharp, Edwin Bull, John Holme Jones, George Moore, Stephen Bartlett, and William Errington, shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this nineteenth day of January, in the year of our Lord one thousand eight hundred and sixty-nine.

(L.S.)

BELMORE.

SPECIFICATION of WILLIAM THOMSON, JOHN SHARP, EDWIN BULL, JOHN HOLME JONES, GEORGE MOORE, STEPHEN BARTLETT, and WILLIAM ERRINGTON, all of Ballarat, in the Colony of Victoria, gentlemen, for an invention intituled "An improved method of raising sunken vessels and goods, and sustaining those which are afloat."

OUR invention consists in the use and application of hydrogen or other light gases, singly or in combination (excepting only atmospheric air), for the purpose of raising sunken vessels or material, and sustaining those which are afloat, whether such gas or gases be produced above or below the water. But as we propose to use hydrogen gas as the flotative agent (believing it to be the most suitable for the purpose), we have designed an apparatus for producing the same whilst under water, in order to save the trouble and expense of pumping it down from above the surface. And further, as the pressure varies according to the depth of the water, we have constructed receptacles for the gas, which are self-regulating, so as to prevent their bursting as they rise to the surface and the pressure becomes lessened.

Referring to the drawings hereto annexed, figure 1 shows a side view of a sunken vessel with our generating apparatus and some gas receptacles or balloons affixed; and figure 2 shows view partly in section and on a larger scale of the generator and balloon.

A is the generator, in which is broken zinc B; C is wooden shelf; D is sulphuric acid jar; E is iron rod; F is stuffing-box for same; G is height of water in generator; H is gas supply pipe; I is strap for holding same in position in gas receptacle or balloon J; K is the rope grummet, forming the open mouth of the balloon; L is rope-netting or casing, having links M and toggle N at its lower extremity.

The generator is made of cast-iron, having outward flanges round the top edge, made (as shown) so as to receive an Indiarubber washer in order to form a watertight joint when the top or cover is put on, and fastened to it by screws or otherwise. There are also several perforated tongues or lugs projecting from the lower edge, in order to permit of its being screwed down in any required place. The pipe H must be flexible. Above the stop-cock in this pipe there must be a valve for preventing the water from entering the generator when it is not under pressure.

The gas receptacles or balloons should be flexible, and must be made of watertight material. We propose to make them of three thicknesses of canvas or duck, each to have two coats of melted Indiarubber. We also propose to cut the material into a circular shape (say) about 20 feet in diameter, and to pierce an eyelet-hole at about the distance of a foot apart, around the circumference, at about 2 inches from the edge. Through each of these eyelet-holes we pass a stout cord, and fasten them all to a circular rope-grummet, about 2½ feet in diameter. Now in order to relieve the waterproof material from the strain caused by the pressure of the gas, we construct a network of ropes (as shown) sufficiently strong to bear a considerable margin of strain beyond that to which it is likely to be subjected to. These ropes all meet and are fastened to one side of a triangle of round-iron, to which are attached three strong links with a toggle at the end.

When about to commence operations for raising a sunken vessel, we first charge the generators with a sufficient amount of broken zinc and about an equal weight of sulphuric acid in a jar. We then place the iron-rod in the acid jar, fill in the requisite quantity of water, and fasten down the lid. We then sink the generators, and fasten them in any convenient position on the deck of the vessel. The gas receptacles, with their rope-network-casings, are then sunk and fixed in position,—the toggle being fixed (say) inside the port-holes or dead-lights. The end of the pipe is fastened to the strap on the inside of each of the balloons before being lowered, and we now attach the other extremity by a coupling to the end of the supply exit in the generator. All being now ready the operator strikes the iron-rods E as nearly simultaneously as possible, so as to break the acid jars, and permit of the generation of hydrogen gas which then passes through the pipes into the balloons. As soon as the power of the gas exceeds the weight of the vessel and the strength of its adhesion to the bottom, the vessel will begin to rise; and as it rises the water itself will act as a most perfect safety-valve for the balloons, permitting of the escape of the gas in precise proportion to the lessening of the pressure upon them by reason of their approach to the surface, and so preventing their being burst.

It will be noticed in figure 1 of the drawings that we have only shown a sufficient number of generators and balloons to illustrate the method of operation. Their size, number, and method of attachment must be regulated by the circumstances of each individual case.

It may be as well perhaps to state that we have found that generators of the size we have shown in our drawings, containing a hundred-weight of acid and a similar quantity by weight of broken zinc, will produce about 800 feet of gas at a depth of 72 feet; but of course at a less depth it would produce a larger quantity and of a less density. In any case it requires about 27 cubic feet of gas to raise 1 ton. We may also state that we have found it convenient to use one generator to three balloons, supplying them simultaneously by separate pipes, each connected to its own exit.

Of course, if the invention was to be applied to the purpose of sustaining vessels in the water, it is obvious how it would be applied, as the sunken vessel risen to the surface would show the method precisely. This, however, is not the only method of applying our invention, as it would require to be adapted to the varying circumstances of each particular case.

Having

Improved method of raising Sunken Vessels, &c.

Having thus described the nature of our invention and the manner of performing same, we would have it understood that we do not confine ourselves to the precise details herein set forth, so long as the nature of our invention be retained and understood, as it is evident that its method of application might be greatly varied without departing from its nature. Thus any other of the light gases (excepting atmospheric air), singly or in combination (beside hydrogen), might be applied to this purpose, although they would require a different apparatus for doing so. Hydrogen gas might be generated in any other way, and supplied to different receptacles to those shown in the drawings, and these receptacles might be affixed or fastened to the object to be raised in any other way without departing from the nature of our invention; but we claim—

- 1st. The use of hydrogen or any other light gases, singly or in combination (excepting only atmospheric air), as the lifting or flotative power in raising sunken vessels or goods, and in sustaining those which are afloat.
- 2nd. The mechanical arrangement, as a whole, for producing hydrogen gas under water and conveying it to the gas receivers or balloons.
- 3rd. The peculiar construction of the gas receivers or balloons, with open mouths placed underneath, and encased in a network of ropes in the manner and for the purposes substantially as herein described and explained.

Dated this tenth day of October, 1868.

WM. THOMSON.
JOHN SHARP.
EDWIN BULL.
J. H. JONES.
GEO. MOORE.
STEPHEN BARTLETT.
WM. ERRINGTON.

This is the specification referred to in the annexed Letters of Registration, granted to William Thomson, John Sharp, Edwin Bull, John Holme Jones, George Moore, Stephen Bartlett, and William Errington, this nineteenth day of January, 1869.

BELMORE.

REPORT.

Sydney, 3 December, 1868.

REFERRING to B.C. 24 November, and B.C. 1st December, 1868, and to the enclosures forwarded therewith, we have the honor to report that we have examined the specification and petition of Wm. Thomson and others, praying that Letters of Registration for an invention of an improved method of raising sunken vessels and goods, and sustaining those which are afloat, may be granted to them. We find that the Act 16 Vic., No. 25, has been complied with, and recommend that the petition be granted.

D. C. DALGLEISH.
FRANCIS HIXSON.

[Drawings—one sheet.]

(COPY)

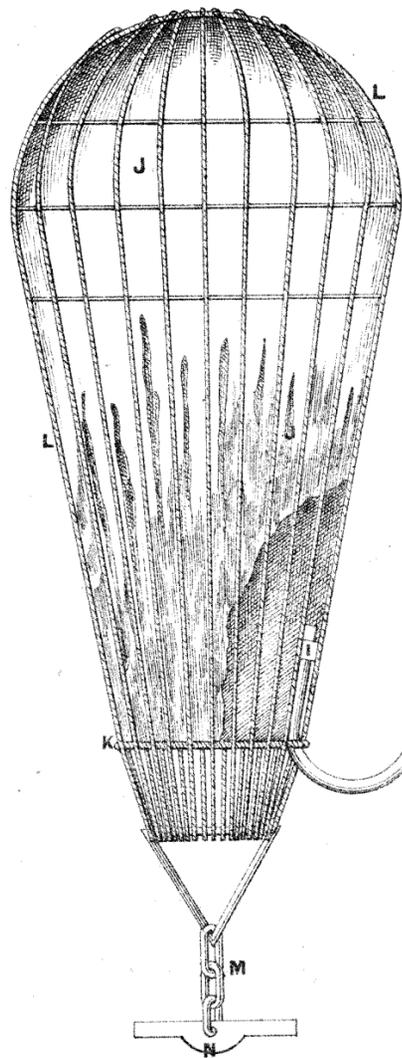
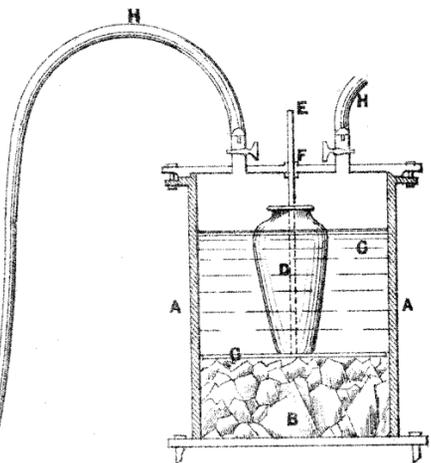


FIG. 2.



SCALE 2 FEET TO 1 INCH



Edward Waters.
 International Patent Office,
 Melbourne.

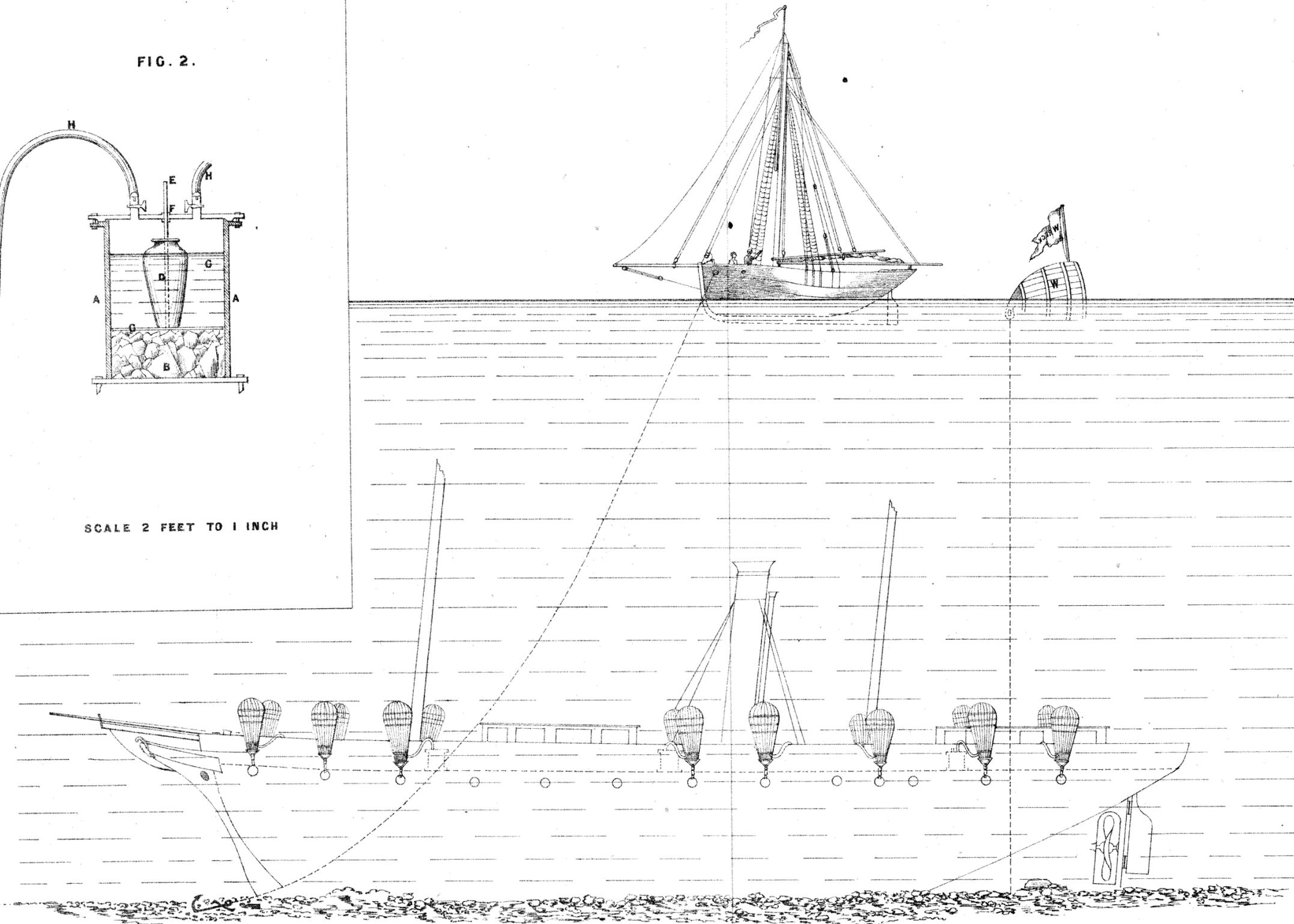


FIG. 1.

This is the Paper of Drawings referred to in the annexed Letters of Registration granted to William Thomson, John Sharp, Edwin Ball, John Hohne Jones, George Moore, Stephen Bartlett and William Errington this Nineteenth day of January 1869.
 (Signed) Belmore.



A.D. 1869, 27th January. No. 199.

IMPROVEMENTS IN PRESERVING MEAT AND OTHER ANIMAL MATTERS.

LETTERS OF REGISTRATION to Charles Edward Richardson and George Thatcher Waterman, for Improvements in preserving Meat and other animal matters.

[Registered on the 29th day of January, A.D. 1869, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a Member of Her Majesty's Most Honorable Privy Council in Ireland, Governor and Commander-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS CHARLES EDWARD RICHARDSON and GEORGE THATCHER WATERMAN, both of Boston, in the State of Massachusetts, United States of America, have by their Petition humbly represented to me that they are the authors or designers of a certain invention or improvement in manufactures, that is to say, "Of an invention for improvements in preserving meat and other animal matters," which is more particularly described in the specification which is hereunto annexed; and that they, the said Petitioners, have deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteen Victoria, number twenty-four; and have humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to them for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said Charles Edward Richardson and George Thatcher Waterman, their executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement, for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said Charles Edward Richardson and George Thatcher Waterman, their executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Charles Edward Richardson and George Thatcher Waterman shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this twenty-seventh day of January, in the year of our Lord one thousand eight hundred and sixty-nine.

(L.S.)

BELMORE.

Improvements in preserving Meat and other animal matters.

SPECIFICATION of CHARLES EDWARD RICHARDSON and GEORGE THATCHER WATERMAN, both of Boston, in the State of Massachusetts, United States of America, for "Improvements in preserving meat and other animal matters."

THE object of this invention is to overcome an objection which has hitherto proved practically fatal to the pickling and preservation of beef, pork, and other meats during seasons of the year when the temperature is very high, and to render the process of preserving meat in brine, or other liquids, as safe and certain of success during the summer months and in tropical climates as during the winter. Although great care may be observed in treating meat under high temperatures by the processes heretofore known, it is very liable to spoil in the brine, generally while it is in the first pickle, or before the salt can strike through and thoroughly permeate it. The reason why meat cannot be cured by salting during warm weather, or in hot countries, is that it is decomposed before the salt has time to permeate the vessel and pores and reach the centre of the mass. If the meat be cooled by artificial means down to the freezing point, but not absolutely frozen, the pores and vessels are not enlarged, and the meat may remain a long time in the brine without absorbing more than a small quantity of the brine or seasoning matter; but if the meat can be preserved perfectly sweet throughout until the salt can strike through it the process will be successful. This is accomplished as follows:—

The meat when fresh killed is cut into pieces of the usual size and shape (the bones remaining in their natural positions), and placed in a metallic vessel, care being taken to leave small openings between the contiguous pieces. This metallic vessel or freezer is provided with a suitable cover, and is placed within a larger vessel, which may be of wood; the space between the two vessels is now filled with any suitable freezing mixture; a mixture of pounded ice and common salt, as practised in the ordinary mode of making iced cream, will answer well in practice. The air is then excluded, the mixture of ice and salt takes the temperature of zero Fahrenheit, and the meat remains subject to this cooling process until it is frozen, every piece of meat being frozen as hard and solid at the centre as it is on the outside. Great care must be taken that the meat remains long enough in the inner vessel to become solidly frozen throughout. The effect of this freezing of the blood, water, serum, and other liquids contained in the meat, is to increase their bulk or volume, and distend all the pores and cavities within the meat. Whilst the pores are filled with ice, and distended as above stated, the pieces of meat are removed from the freezer, and immediately immersed in saturated brine; the frozen meat begins to thaw immediately, and the solution of salt that surrounds it on every side is absorbed, and penetrates every part until the whole of the meat is completely impregnated; the liquid resulting from the melting of the ice occupies less space than the solid ice, and this space is at once filled by the brine in which the meat is submerged. The brine may be prepared by dissolving one bushel of salt in sufficient water to form a saturated solution, and adding thereto about half an ounce of saltpetre (nitrate of potassa) with about one and a half pound of sugar, but these proportions may be varied. The meat, after being thus fully salted, as hereinbefore described, is packed in barrels in the usual manner for use or transportation. With reference to the economy of this process, it may be mentioned that the salt, which mixed with the broken ice forms the freezing mixture, is subsequently used for making the brine in which the meat is salted. It is obvious that the same process may be applied to the curing of fish and other animal matter, and that solutions of other chemical substances may be used and varied in any required manner. We are aware that many attempts have been made to preserve meat during warm weather by subjecting it to low temperatures, but at or above the freezing point, and that the process of salting has been conducted in artificially cooled apartments; also, that very cold brine has been used; also, that meat has been partially cooked before putting it into the brine, but these processes are found to be of little practical value.

What we claim as the essential feature of this invention is the process herein described of curing and preserving meat and other animal substances, consisting mainly in completely freezing the meat, and subsequently thawing it, whilst immersed in brine or other antiseptic solutions.

And we do hereby for ourselves, our heirs, executors, and administrators, covenant with Her Majesty, her heirs and successors, that we believe the said invention to be a new invention as to the public use and exercise thereof; and that we do not know or believe that any other person than ourselves is the true and first inventor of the said invention, and that we will not deposit these presents at the office of the Chief Secretary with any such knowledge or belief as last aforesaid.

In witness whereof we, the said Charles Edward Richardson and George Thatcher Waterman, have hereunto set our hands and seals, the twentieth day of July, one thousand eight hundred and sixty-eight.

This is the specification referred to in the annexed Letters of Registration, granted to Charles Edward Richardson and George Thatcher Waterman this twenty-seventh day of January, 1869.

BELMORE.

REPORT.

Sydney, 29 December, 1868.

SIR,

The application of Messrs. C. E. Richardson and E. T. Waterman for Letters of Registration for "Improvements in preserving meat and other animal matters," having been referred to us, we have the honor to report that we have examined the specification accompanying the same, and see no objection to Letters of Registration being granted as prayed for.

We have, &c.,

THE PRINCIPAL
UNDER SECRETARY.

J. SMITH.
ISAAC AARON.



A.D. 1869, 24th February. No. 200.

IMPROVEMENTS IN BUDDLES.

LETTERS OF REGISTRATION to John Lewis, for Improvements in Buddles.

[Registered on the 24th day of February, A.D. 1869, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a Member of Her Majesty's Most Honorable Privy Council in Ireland, Governor and Commander-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting:

WHEREAS JOHN LEWIS, of Clunes, in the Colony of Victoria, engineer, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, "Of an invention intituled improvements in buddles," which is more particularly described in the specification and paper of drawings which are hereunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said John Lewis, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement, for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said John Lewis, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of

Improvements in Buddles.

fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said John Lewis shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Throsby Park, in New South Wales, this twenty-fourth day of February, in the year of our Lord one thousand eight hundred and sixty-nine.

(L.S.)

BELMORE.

SPECIFICATION of JOHN LEWIS, of Clunes, in the Colony of Victoria, engineer, for an invention intituled "Improvements in buddles."

My invention consists of certain improvements in buddles, for the purpose of making them more effective for the purpose for which they are designed, and will be clearly understood by the following description, reference being had to the drawings hereto annexed, and to the letters and figures marked thereon.

I take an ordinary buddle and construct a central feeding reservoir around the central vertical shaft with two chambers—an inner and an outer one. The outer chamber A I propose to use as a reservoir for feeding the buddle with clear water; the inner chamber B for feeding the buddle with the material to be treated. To the bottom of each of these chambers I attach shoots or pipes—the water-pipes C extending to the edge of the buddle, and having a perforated trough D at the extremity of each of them—and the other pipes E extending to and discharging through perforated troughs F at any convenient position on the floor of the buddle, say about half way between the centre and the periphery.

When the buddle is set in motion, and thus fed with both water and material, the scrapers G act upon the material under treatment, pushing the pyrites towards and at length over the edge of the buddle into an inclined shoot H, placed all around the outer periphery thereof for the purpose of carrying away the pyrites to any convenient place of deposit; whilst the clear water supplied through the pipes to the edge of the buddle washes down the lighter particles into and through the discharge I, at the centre.

Of course the respective compartments of the central feeding reservoir must be supplied with water and material by some convenient way, say pipes or shoots.

I do not confine myself to the precise details herein stated, as it is evident that they might be altered or varied without departing from the nature of my invention; but I claim,—

The construction of buddles with a feeding reservoir in two chambers; the method of supplying buddles with clear water and material respectively; and the circular inclined shoot around the outer periphery of same, substantially as herein described and explained.

This is the specification referred to in the annexed Letters of Registration, granted to John Lewis this twenty-fourth day of February, 1869.

BELMORE.

REPORT.

Sydney, 7 January, 1869.

SIR,

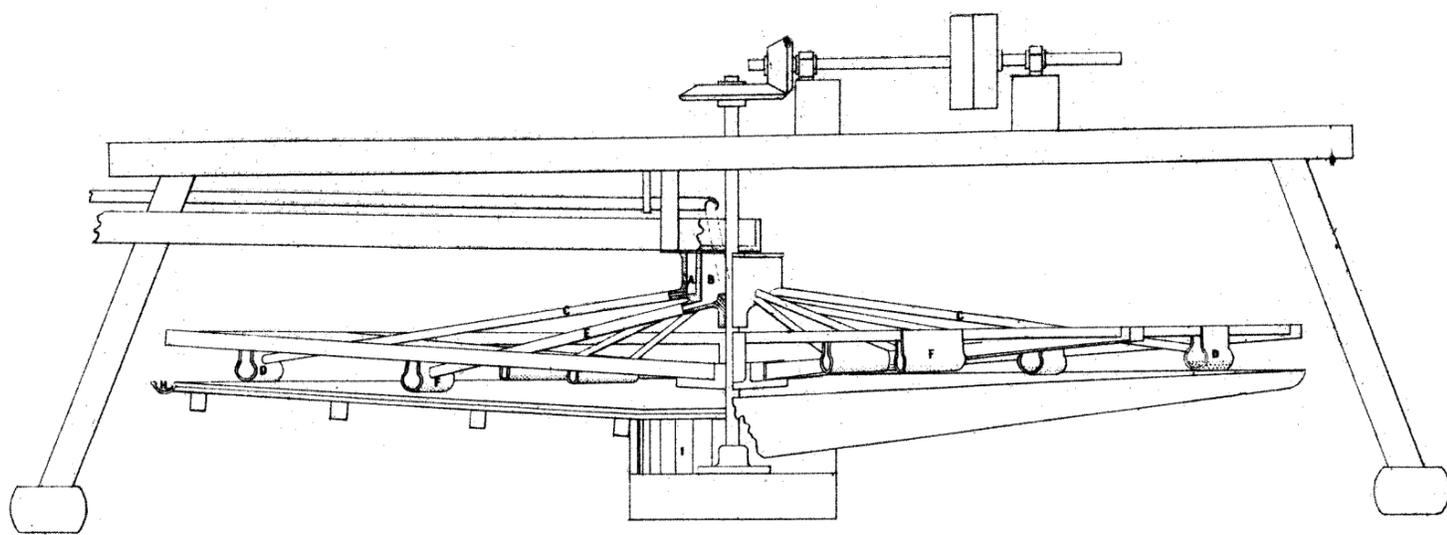
We have examined the accompanying plans and specification of Mr. John Lewis' invention for improvements in buddles, in accordance with the direction of the Honorable the Colonial Secretary, and have the honor to state, that we see no reason why Letters of Registration should not be granted the Petitioner.

THE HONORABLE
THE COLONIAL SECRETARY.

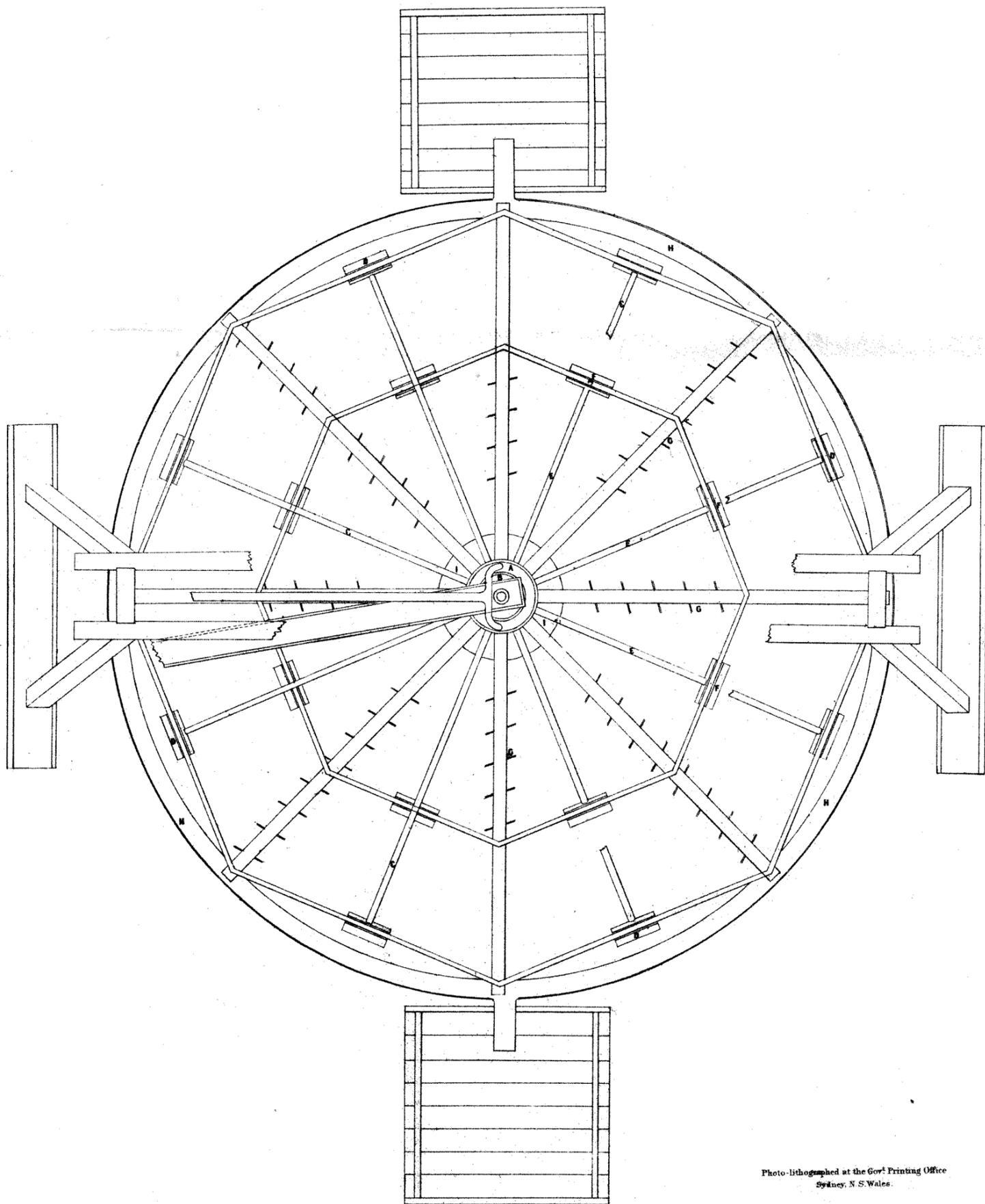
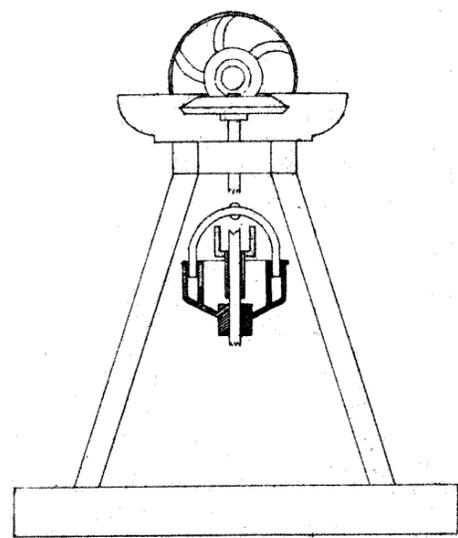
We are, &c.,
JOHN WHITTON.
E. C. CRACKNELL.

[Drawings—one sheet.]

COPY
LEWIS'S PATENT



SIDE ELEVATION



PLAN

*This is the Paper of Drawings referred to in
the annexed Letters of Registration granted to
John Lewis this fourth day of February 1860
(Signed) Belmore*

Photo-lithographed at the Govt Printing Office
Sydney, N.S. Wales.



A.D. 1869, 24th February. No. 201.

IMPROVED METHOD OF PRESERVING THE SKINS OF ANIMALS, &c.

LETTERS OF REGISTRATION to Jean Baptiste Chatain, for an improved method of preserving the Skins of Animals, and of removing the wool or hair from the same.

[Registered on the 25th day of February, A.D. 1869, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a Member of Her Majesty's Most Honorable Privy Council in Ireland, Governor and Commander-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS JEAN BAPTISTE CHATAIN, of Sydney, in the Colony of New South Wales, civil engineer, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, "Of an invention for an improved method of preserving the skins of animals, and of removing the wool or hair from the same," which is more particularly described in the specification which is hereunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said Jean Baptiste Chatain, his executors, administrators, and assigns, the exclusive enjoyment and advantage

Improved method of preserving the Skins of Animals, &c.

advantage of the said invention or improvement, for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said Jean Baptiste Chatain, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Jean Baptiste Chatain shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Throsby Park, in New South Wales, this twenty-fourth day of February, in the year of our Lord one thousand eight hundred and sixty-nine.

(L.S.)

BELMORE.

TO ALL TO WHOM THESE PRESENTS SHALL COME, I, JEAN BAPTISTE CHATAIN, of Sydney, in the Colony of New South Wales, send greeting:

WHEREAS I am desirous of obtaining Letters Patent for securing unto me Her Majesty's special license, that I, my executors, administrators, and assigns, or such others as I or they should or may at any time agree with, and no others, should and lawfully might from time to time, and at all times during the term of fourteen years, to be computed from the day on which this instrument is left at the office of the Colonial Secretary, at Sydney, make, use, exercise, and vend within the Colony of New South Wales, an invention for an improved method of preserving the skins of animals, and of removing the wool or hair from the same; and in order to obtain the said Letters Patent, I must, by an instrument in writing under my hand and seal, particularly describe and ascertain the nature of the said invention, and in what manner the same is to be performed: Now know ye, that I, the said Jean Baptiste Chatain, do hereby declare the nature of the said invention, and the manner performed, to be particularly described and ascertained in the following statement and description, reference being had to the drawings herunto annexed, and to the letters and figures marked thereon, which indicate the parts there referred to, and here particularly explained (that is to say):—

My invention consists in treating the skins with oxy-sulphuret of calcium. Where I wish, not only to take off the wool and hair, but to preserve the skin, I apply that substance to the whole inner surface of the skin; and where my object is only to remove the hair from the skin, as in the case of hides intended for immediate tanning, I place them in a bath of water and lime, and pass a current of gas of sulphuretted hydrogen acid through the bath.

The action produced by bringing the chemicals into contact with the skin is to loosen the wool or hair so as to render it perfectly easy of removal by the hand, and at the same time to so act upon the skin itself as to thoroughly preserve it in a soft condition, rendering it more acceptable to the manufacturer than if cured by salt or other process. Wool from skins so operated upon will be found not only to be proof against insects, but in a much better condition for washing than when taken from the skin by any ordinary process.

The following is the way in which I prepare the solution used in my process:—I take twenty parts of lime and one part of oxy-sulphuret of calcium, adding as much water as will make it into a liquid solution about the consistency of cream. In case I wish the action to be more rapid, I increase the quantity of the oxy-sulphuret.

The following is my mode of applying it, namely:—

In all cases where I desire to remove the wool or hair, and at the same time preserve the skin, as for instance in the case of sheepskins, I apply the solution to the inner or flesh side of the skin with a brush, after which I double up the skin and leave it for a few hours in a close room, or in some place where it will not be exposed to much air. The wool will then be found to leave the skin with ease, and may be removed by the hand or the wooden instrument ordinarily used by fellmongers for removing wool from skins treated by other processes.

The skins or pelts which, as before stated, will be now perfectly cured, may be packed in bundles or in casks for forwarding to the manufacturer in any part of the world.

The way in which I operate upon skins from which I only wish to remove the hair, as in hides or skins for tanners or manufacturers' immediate use, and where the curing of the hide is not an object, I open out the hides and lay them one on the top of another, in a bath of milk of lime (that is to say, lime and water mixed to the consistency of milk), and cause a current of gas of sulphuretted hydrogen to pass through the said bath for a few hours, the combination resulting from the contact of the gas with the lime being oxy-sulphuret of calcium. It will be easy to determine when the operation has gone far enough, by the loosening of the hair upon the hide, after which the hides must be taken out and treated with the ordinary implements used by tanners for removing the hair prior to plunging them in the tan-pit. Where this process is not convenient the brush may be used in the way described for other skins, but in the case of thick hides the chemical must be applied to the hair side as well if the removal of the hair is the desideratum.

It may be mentioned that all dry skins must be softened by steaming or soaking before being treated by the process herein described.

Having

An improved method of preserving the Skins of Animals, &c.

Having thus described the nature of my invention, and the mode of its application, I beg to state that whilst I claim for my particular process the sole and entire use of all sulphurets produced from sulphur containing substances in combination with lime (all of which will contain more or less oxygen), I specially claim (on account of the cheapness and almost universal distribution of the materials used in its manufacture) the oxy-sulphuret of calcium produced by the combination of common lime with common sulphur, the chemical constituents of which will be found as follows, namely, $Ca S^5$, $5 CaO$.

In witness whereof I have hereunto set my hand and seal, this sixth day of January, in the year of our Lord one thousand eight hundred and sixty-nine.

J. B. CHATAIN. (L.S.)

This is the specification referred to in the annexed Letters of Registration, granted to Jean Baptiste Chatain this twenty-fourth day of February, 1869.

BELMORE.

REPORT.

Department of Public Works,
Fitzroy Dock Branch,
Sydney, 24 January, 1869.

SIR,

We do ourselves the honor to return to you the enclosures transmitted under your B.C. communication of the 19th instant, and to report that having had under our consideration the application of Mr. Jean Baptiste Chatain for Letters of Registration for an improved method of preserving the skins of animals and of removing the wool or hair from the same, we recommend that Letters of Registration be granted to J. B. Chatain in terms of his petition, specification, and claim.

We have, &c.,

GOTHER K. MANN.
D. C. DALGLEISH.



A.D. 1869, 24th February. No. 202.

IMPROVEMENTS IN TREATING PETROLEUMS, COAL, &c.

LETTERS OF REGISTRATION to Frederick Lambe, Arthur Charles Sterry, and John Fordred, for Improvements in treating Petroleums, Coal, Shale, Oils, and other Liquid and Solid Hydrocarbons.

[Registered on the 26th day of February, A.D. 1869, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a Member of Her Majesty's Most Honorable Privy Council in Ireland, Governor and Commander-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting:—

WHEREAS FREDERICK LAMBE, ARTHUR CHARLES STERRY, and JOHN FORDRED, of Rotherhithe and Blackheath, in England, have by their Petition humbly represented to me that they are the authors or designers of a certain invention or improvement in manufactures, that is to say, "Of an invention of improvements in treating petroleums, coal, shale, oils, and other liquid and solid hydrocarbons," which is more particularly described in the specification which is hereunto annexed; and that they, the said Petitioners, have deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and have humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to them for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant,

unto

Improvements in treating Petroleums, Coal, &c.

unto the said Frederick Lambe, Arthur Charles Sterry, and John Fordred, their executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement, for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said Frederick Lambe, Arthur Charles Sterry, and John Fordred, their executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Frederick Lambe, Arthur Charles Sterry, and John Fordred shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have herunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Throsby Park, in New South Wales, this twenty-fourth day of February, in the year of our Lord one thousand eight hundred and sixty-nine.

(L.S.)

BELMORE.

IMPROVEMENTS in treating petroleums, coal, and shale, oils, and other liquid and solid hydrocarbons.

THIS invention relates to an improved and economical method of treating petroleum or earth oil, also the various oils obtained by the destructive distillation of coals and shales, of different kinds of peat of lignite or brown coal, and of bitumen, and also paraffine, for the purpose of obtaining such substances in a purified state.

In applying the invention to the treatment of petroleum or earth oil and the hydrocarbon oils derived from the sources above-mentioned, we take crude oil or petroleum, or oil or petroleum which has undergone distillation or any purifying treatment whatever, no matter what the state of purification may be, and operate upon the same in the following manner:—When the oil has been partially purified, if the last treatment it underwent was with sulphuric acid, we run the oil into a convenient vessel and then add to it fuller's earth in a finely divided state, in the proportion of about 50 pounds of fuller's earth to 100 gallons of the oil; but if the oil had not previously received any chemical treatment, or if the last treatment was with alkali, we then first treat it with sulphuric acid, in the well-known manner, to bring it into a state for being treated according to this part of our invention; and after separating the oil from the tarry deposit formed by the acid, we proceed to add to it fuller's earth, in a finely divided state, in the proportion of about 50 pounds of fuller's earth to 100 gallons of the oil. The fuller's earth must be well incorporated with the oil by agitation of the whole mixture for about half an hour, and when this has been effected the oil may be left at rest, for the earthy matter and impurities to settle down, and from this deposit the clear oil may after a while be drawn off. In the case of the heavy hydrocarbon oils, we find it preferable to raise the temperature of the mixture to about 130° Fahrenheit, as it facilitates the action of the earth.

Or we take an oil which has been treated with sulphuric acid and finished with alkali, or which has been subjected to any other treatment after the sulphuric acid, and without again treating it with sulphuric acid we proceed to add to it fuller's earth in a finely divided state, and agitate it, with or without the addition of heat, for about one hour; the whole may then be left to settle, and the oil drawn off. The treatment of the oil with fuller's earth may be repeated as frequently as may be found necessary, with or without treatment with sulphuric acid between the treatments with fuller's earth.

When the treatment with the fuller's earth is applied to the lighter hydrocarbon oils, or to spirit which would volatilise wholly or in part at the temperature required in the purifying operation, the process may be carried on in a closed vessel resembling a still, and provided with a proper outlet for the vapour, and with the requisite means for agitating the mixture contained therein.

With petroleum and other hydrocarbon oils we find it very advantageous, both as regards the quality of the resultants and economy of the process, to mix a quantity of fuller's earth or its equivalent with the oil when it is placed in the still for the first or even a second distillation, with or without the assistance of steam, the oil being distilled off the earthy matter; this prevents certain of the impurities of the oil from passing over with the distillate.

The crude coal and shale oils we prefer to treat with a small quantity of sulphuric acid or caustic, alkali, and then sulphuric acid, previously to distilling them off the fuller's earth as described.

In that part of the invention which relates to the treating of paraffine, we proceed as follows:—We first melt the crude paraffine, and having allowed the mechanical impurities which it contains to subside, we run off the liquid paraffine into another vessel, in which we heat it to 230° Fahrenheit, or thereabouts, and then add to it about 5 per cent. of sulphuric acid, of specific gravity 1.840, or thereabouts, with which we agitate it so as to form a complete mixture of the acid with the paraffine. We allow the tarry or coloured matter which has been formed by the action of the acid to deposit, and then draw off the supernatant liquid paraffine from the sediment. The paraffine is now in a state to undergo our improved treatment. With the paraffine still in a liquid state we add to it fuller's earth finely divided, the heat of the paraffine being maintained at 230° Fahrenheit, or thereabouts; and after thoroughly mixing the fuller's earth with the paraffine for about half an hour we allow the whole to settle, and after this the clear paraffine may be drawn off. It may then be mixed with spirit and subjected to pressure in the well-known way, and finally may be remelted and filtered through animal charcoal in the ordinary manner.

Or,

Improvements in treating Petroleums, Coal, &c.

Or, instead of subjecting the paraffine to the preliminary sulphuric acid treatment, as described, we simply heat the crude paraffine, and then, either so soon as it is melted, or after allowing the mechanical impurities to settle out of it, we add fuller's earth to the liquid paraffine, maintaining the temperature at about 230° Fahrenheit, taking care to thoroughly mix the two for about an hour. After a short time the fuller's earth and impurities will settle down, and the paraffine may be run off from the deposit. This treatment with the fuller's earth may be repeated as often as may be found necessary.

We also use fuller's earth in the manner described in the preceding paragraph for finishing the bleaching of paraffine in lieu of animal charcoal, whatever the previous process of purification may have been.

The fuller's earth, which has been employed in the purifying operations specified, and which deposits from the oil or melted paraffine in course of their purification by its agency, may be used over and over again, and may finally be made to give up the paraffine or oil which remains adherent to it, by washing, with agitation, steaming, or any other suitable means, the paraffine or oil being recovered therefrom. Another plan is to place the used fuller's earth (which is saturated with hydrocarbon oil or paraffine) in the still, and use it instead of new earth, by which a great economy is effected.

In finishing the hydrocarbons, and before storing them, we prefer to agitate them with about 1 per cent. of liquid silicate of soda or potash, which has the effect of preventing them going back in colour.

In treating the distilled hydrocarbons with acid and alkali as described, a quantity of thin acid and alkaline tar is produced. We find that these thin tars can be advantageously employed in the place of fresh acid and alkali in treating the crude oils previous to distillation.

We can replace the fuller's earth wherever it is mentioned above, wholly or in great part by marl clay.

And further, wherever we have specified a particular temperature, or proportion of material or time to be employed in the different processes, it must be understood that we do so merely as indicating that which we have found most efficacious; but we do not limit ourselves to such temperature, or proportion, or time, but intend to cover by this Patent all temperatures, or proportions, or duration of time, by the use of which the results which we describe may be attained.

We claim—

- 1st. The treating petroleums and other liquid and solid hydrocarbons with fuller's earth, or its equivalent of marl clay, in a finely divided state as described.
- 2nd. The treating of petroleums and other liquid and solid hydrocarbons by distillation in a still in contact with the fuller's earth, or its equivalent of marl clay, in a finely divided state as described.
- 3rd. The use of silicate of soda or potash applied to the hydrocarbons, for the purpose set forth in this specification.

This is the specification referred to in the annexed Letters of Registration, granted to Frederick Lambe, Arthur Charles Sterry, and John Fordred, this twenty-fourth day of February, 1869.

BELMORE.

REPORT.

Sydney, 16 December, 1868.

SIR,

The application of Messrs. George Miller and Alex. Campbell, in behalf of Messrs. Lambe, Sterry, and Fordred, for Letters of Registration for "Improvements in treating petroleums, coal, and shale oils, and other liquid and solid hydrocarbons," having been referred to us, we have the honor to report thereon as follows:—Along with the specification of the above improvements the Colonial Secretary submits to us a letter, signed B. M. Mortimer, of date 23 April, 1867, in which, among other things, it is claimed that all possible freedom should be afforded in the production of kerosene oil in this Colony, and that the "manufacture should not be unnecessarily impeded by patent rights having little or no claim to originality." In this opinion we entirely concur, and we have to call attention to the fact that a certain vagueness in the wording of the specification now under consideration might lead hereafter to vexatious interference with a promising Colonial industry.

The chief novelty in this specification in the use of fuller's earth in the purification of petroleums, &c., and it is stated "We can replace the fuller's earth wherever it is mentioned above, wholly or in great part by marl clay or other natural substance of like character." We object to the words which we have underlined [*italics*] as being too general, and recommend that they be expunged from the specification. We recommend also that in the first and second "claims" the words "of marl clay" be introduced after the words "its equivalent."

If these alterations be made in the specification we shall offer no objection to Letters of Registration being granted as prayed for.

We have, &c.,

J. SMITH.
CHAS. WATT.

THE PRINCIPAL
UNDER SECRETARY.

Potts'

Improvements in treating Petroleums, Coal, &c.

Potts' Point, Macleay-street,
Sydney, 30 December, 1868.

SIR,

I beg to acknowledge the receipt of your letter of the 18th instant, addressed to Alex. Campbell, Esq., and myself, enclosing a report from the Board appointed to consider our application for Letters of Registration in favor of Messrs. Lambe, Sterry, and Fordred, for improvements in treating petroleums, coal, and shale oils, and other liquid and solid hydrocarbons.

As it appears from this report that certain amendments in the specification of the invention are deemed desirable before the application can be complied with, I now do myself the honor to return herewith the specification altered in accordance with the recommendations of the Board, together with the other papers relating to the subject.

I have, &c.,

GEORGE MILLER.

THE PRINCIPAL
UNDER SECRETARY.

The alterations required having been made, the papers may be resubmitted to the Board of Reporting Officers.—31 December, 1868.

Dr. Smith, B.C., 4 January, 1868.

As the Board, consisting of Mr. Watt and myself, have already reported that if certain alterations were made in the specification they would offer no objection to Letters of Registration being granted, and as the suggested alterations have been made it does not seem necessary for the Board to make a fresh report.—J. SMITH, 7/1/69.



A.D. 1869, 8th March. No. 203.

SUNLIGHT REFLECTOR.

LETTERS OF REGISTRATION to James Andrew Penson, for an Invention of a Sunlight Reflector.

[Registered on the 9th day of March, A.D. 1869, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a Member of Her Majesty's Most Honorable Privy Council in Ireland, Governor and Commander-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting:—

WHEREAS JAMES ANDREW PENSON, of 351, Pitt-street, in the City of Sydney, in the Colony of New South Wales, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, "Of an invention of a sunlight reflector," which is more particularly described in the specification and drawing which are hereunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said James Andrew Penson, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said James Andrew Penson, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said James Andrew Penson shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this eighth day of March, in the year of our Lord one thousand eight hundred and sixty-nine.

(L.S.)

BELMORE.

Sunlight Reflector.

SPECIFICATION of an invention of JAMES ANDREW PENSON, entitled the sunlight reflector.

*See drawing
attached

My invention, called the sunlight reflector, consists of two reflectors, scientifically arranged as shown in the photograph* accompanying this specification. It is constructed of metal plates, which are covered on the side towards the light to be reflected with glass enamelled with a mixture of white flake, isinglass, and gelatine, which is made by mixing together with water three pounds of flake white, one ounce of isinglass, and one ounce of gelatine. These plates are clearly shown in the photograph,* and the gilt ring appearing therein is merely ornamental, and used for the purpose of disguising the joining or fitting together of the plates forming the two reflectors.

By the use of the sunlight reflector, as invented by me, a much more powerful light is obtained than can be got by means of the sunlight ordinarily employed for lighting buildings, and this by the consumption of only about one-half the quantity of gas necessarily consumed when the latter is used.

This is the specification referred to in the annexed Letters of Registration, granted to James Andrew Penson this eighth day of March, 1869.

BELMORE.

REPORT.

Sydney, 5 February, 1869.

SIR,

The application of Mr. J. A. Penson for Letters of Registration for a "sun-light reflector" having been referred to us, we have the honor to report that we have examined the photograph and specification accompanying the same. We have also inspected two of Mr. Penson's reflectors, set up for use, and we see no objection to Letters of Registration being granted as desired.

We have, &c.,

J. SMITH.
JAMES BARNET.

THE PRINCIPAL
UNDER SECRETARY.

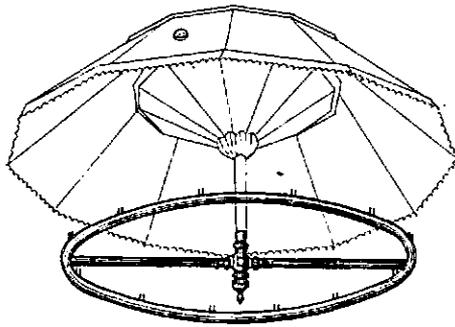
[Drawings—one sheet.]

No. 204.

[Assignment of No. 201. See page 213 of this Return.]

COPY

Nº 203



*This is the Drawing referred to in the
annexed Letters of Registration granted to
James Andrew Penson, this Eighth day of March, 1869.
Signed 'Belmore'*



A.D. 1869, 10th March. No. 205.

IMPROVEMENTS IN MACHINERY FOR SEWING BOOTS AND SHOES.

LETTERS OF REGISTRATION to Richard Baylis, for Improvements in Machinery for sewing Boots and Shoes.

[Registered on the 10th day of March, A.D. 1869, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a Member of Her Majesty's Most Honorable Privy Council in Ireland, Governor and Commander-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting:—

WHEREAS RICHARD BAYLIS, of London, England, Managing Director of the "Blake Sole-sewing-machine Company for Great Britain (limited)" hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, "Of an invention for improvements in machinery for sewing boots and shoes," which is more particularly described in the specification and the five papers of drawings marked A, B, C, D, and E respectively, all of which are herunto annexed, and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said Richard Baylis, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said Richard Baylis, his executors, administrators, and assigns, the exclusive enjoyment and advantage

Improvements in Machinery for sewing Boots and Shoes.

advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Richard Baylis shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this tenth day of March, in the year of our Lord one thousand eight hundred and sixty-nine.

(L.S.)

BELMORE.

SPECIFICATION of RICHARD BAYLIS, of London, England, Managing Director of the "Blake Sole-sewing-machine Company for Great Britain (limited)," for improvements in machinery for sewing boots and shoes.

My invention relates to machinery for sewing together the soles and uppers of boots and shoes, in which machinery the boot or shoe is supported upon a rest arranged below a reciprocating needle. The needle is formed with a hook or barb, and at each stroke penetrates the sole of the said boot or shoe, and draws through the same a loop of thread, which is supplied to the work from below the rest or support, the loops of thread being interlocked with each other in forming a continuous seam by means of a looping device near the top of the rest.

The said invention consists chiefly just in the peculiar means whereby the boot or shoe, when supported on the rest, is moved or adjusted in relation to the needle, in forming the continuous stitches or seams around the sole, without interfering with or stopping the needle or the looping and feeding mechanisms. Second. In the devices for insuring the proper formation of the stitches, and for preventing any injury to the thread, or irregularity or unevenness in the work from variations in the thickness or quality of the leather stock. Third. In the method of heating the waxed thread, without injury to the mechanism. The said invention also consists in the construction and combination in the machine of the various devices for producing the desired results.

DESCRIPTION OF THE DRAWINGS.

Figure 1 is a front elevation of my improved sewing-machine.

Figure 2 is a side elevation of the same.

Figure 3 is a plan, and figure 4 a side elevation, of the upper part of the said machine.

Figure 5 is a horizontal section on the line $x x^2$, figure 4.

Figures 6, 7, 8, 9, and 10 illustrate detached portions of the said machine, drawn to an enlarged scale.

Figure 11 is a side elevation of a machine of modified construction, drawn to a reduced scale.

Figure 12 illustrates detached portions of the same.

Like letters indicate the same parts throughout the drawings.

The framework a supports in suitable bearings the horn-shaft b and treadle c , and carries the lower head-plate d . The horn e projects upward at any suitable angle towards the needle f , from the horizontal arm g , which supports the said horn and connects it with the shaft b , whereon it rotates. The whirl h at the top of the horn is constructed as shown in detail in figures 9 and 10. The said whirl is rotated by means of the shaft i , bevel pinions $i^1 i^2$, horizontal shaft j , wheels $j^1 j^2$, and vertical shaft k , to which motion is communicated from the cam shaft A by means hereinafter described. The number of teeth in the bevel wheel j^2 and pinion j^1 must have the same proportion to each other that the teeth on the whirl h have to the teeth of the pinion k^1 , which gears into the said whirl. This arrangement of gearing holds the whirl immovable in relation to the needle, while the horn is rotated with the shaft b , the axial line of which, and of the whirl, are vertically in line with the needle. The bevel wheels $i^1 i^2$, connecting the shafts i and j , have the same number of teeth, and simply change the direction of rotation; it is therefore obvious that rotary motion can be given in either direction to the whirl h through the shaft k , while the horn is moved by the operator in either direction, and that the rotation and the position of the whirl—relative to the needle or any fixed part of the machine—are entirely independent of the movement of the horn, though the whirl is enclosed and supported by the same.

The whirl or thread-carrier may have a partial rotation around the needle when the latter is at or near its lowest point of stroke, the said whirl rotating back to its starting point before the needle again descends; but in operating in this manner one-half of the movement of the whirl is wasted. As the whirl is necessarily small and is subjected to great strain it wears rapidly, and it is of great importance therefore to reduce its movement to a minimum. I therefore prefer to operate the whirl in such a manner that it starts from a state of rest when the needle arrives at or near its lowest point of stroke, and rotates partially around the needle as far as may be necessary to lay the thread into the hook of the needle. The whirl then rests until the needle having risen arrives again at its lowest point of stroke, when the whirl turns back to its first starting point, laying the thread into the hook of the needle. The whirl when so operated has no unnecessary motion; its wear is consequently reduced to a minimum, and its movements can be made rapidly, so as to lay the thread into the hook of the needle just as the latter is at its lowest position,—the whirl remaining at rest during most of the time occupied by the stroke of the needle. The means by which this operation of the whirl is accomplished may be varied; but I prefer to use those shown in figures 11 and 12. The vertical shaft k is concentric with the axis of rotation of the horn, and has at its lower end a spur wheel, or pinion k^1 , which is operated by the vibrating toothed segment k^2 . This arrangement of gearing is clearly shown in dotted lines in figure 11.

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I prefer that the segment should be vibrated by means of the links or rods $k^5 k^4$ and levers $k^6 k^6$ from a cam k^7 fixed on a counter shaft k^8 , driven by the wheel and pinion $k^8 k^9$ from the main shaft, and making one revolution to two complete double or up and down strokes of the needle. This cam k^7 is double acting, the parts 1 1 of the groove therein being the parts which give motion to the lever k^6 , and the concentric parts 2 2 of the said groove being the inoperative parts of the cam. In one revolution of the shaft A, which gives a complete double or up and down stroke of the needle f , it will be seen that the cam k^7 turns but half round, causing only one of the parts 1 to operate and move the whirl from a state of rest around the needle, one of the parts 2 of the cam then causing the whirl to rest till the next rotation of the shaft, which gives another double stroke of the needle, and another movement of the whirl from its rest, causing it to move back around the needle and again to rest.

The thread spool or bobbin m is provided with a tension device, and is supported on the arm g , the thread preferably passing over a spring m^1 and roller m^2 into a thread channel formed in the horn to and through the small side hole h^* in the whirl h . The function of the spring m^1 is to yield and give a little thread to the first pull of the needle, so as to cause the bobbin m to start gently in giving off the amount of thread needed at each stroke of the said needle.

The treadle c is fixed on a rocker shaft n , at the lower part of the machine, the said shaft being supported in suitable bearings in the frame a . This treadle may be made to rotate the main or cam shaft A, or it may be made, as shown in the drawings, to operate binder pulleys o to control the operation of the belt p on the driving wheel q . The pulleys o are carried by the arm o^1 , connected by a link o^2 to a rocker arm o^3 , which is attached to, and vibrates on, the treadle-shaft n . Each of the binder pulleys operates on one part of the belt p and tightens the same, the said belt being driven from a pulley not shown. When "power" is not accessible the pulleys o are dispensed with, and a crank pin on the wheel q is connected by a link or rod with a stud in the end of the arm o^1 , the machine being then worked by means of the treadle c .

The upper plate d^1 of the head is supported upon the lower plate d by suitable posts d^2 , in two of which are bearings for the cam shaft A; this shaft carries the eccentric r , which operates the needle f . In the machine illustrated, in figures 1 and 2 the said shaft also carries the cams which respectively operate the feeder, the whirl, and the presser; but I prefer the arrangement of parts relating to the operation of the whirl already described and shown in figures 11 and 12. The presser s terminates in a facet slightly roughened, of the form shown, and so arranged as to be operated by the presser-bar s^1 in close proximity to the needle f , directly in front or on the hooked side of the same, and in the line of the vibrations of the feeder t . The presser s is so connected with the presser-bar s^1 that it can be set thereon by the operator, nearer to or farther from the needle, so that the inclined surface of the presser nearest the needle shall operate on the feeder in its vibrations to cause it to feed the stock for short or long stitches, as may be desired. On the upper end of the presser-bar s^1 a very quick screw thread is cut, fitting a nut s^2 held in the piece s^3 , which piece is made to vibrate by means of the lever s^4 , worked by the presser-cam s^5 . The nut s^2 has ratchet-teeth s^6 on its periphery, upon which teeth the pawls s^7 , pivoted to the piece s^3 , operate at certain times to prevent the rotation of the nut in the direction which would lower the presser-foot. If the presser-foot s is let down suddenly from its highest elevation upon the stock, the thread loop, which at this time is held in the hook of the needle at or near the greatest elevation thereof, is very liable to be broken; I therefore prevent the sudden descent of the presser-foot by lowering the same upon or very near the stock by the positive action of the presser-foot cam s^6 , keeping the pawls s^7 in gear with the ratchet-teeth on the detaining nut till such time as the presser-foot s is at the lowest point to which it will be brought by the presser-foot cam s^6 , and then detaching the said pawls from the ratchet and allowing the presser-foot to fall, which it will do, to the extent of the difference in the thickness of the stock at the places of the last and the next previous descent of the presser-foot s . The rocker shaft u , which is worked from the feeder cam u^1 , has an arm u^2 , which is connected by a link u^3 to the ends of the pawls s^7 , and pulls the said pawls out of gear with the ratchet-teeth at the proper time, that is, when the presser-cam s^6 has lowered the presser-foot s to the lowest position which it can attain. Springs u^4 , coiled on the two bars of the link u^3 , serve to return the pawl to the ratchet, when the pawl is released by the link.

When it is desired to shorten the stitch, which is done by moving the presser-foot s nearer to the needle f , the length of stroke of the needle should be shortened, and when the stitch is lengthened the needle stroke should be lengthened. This may be done by an adjustment separate from that of the presser-foot; but I prefer to employ an arrangement of parts, in which the presser-foot itself effects the needed changes in the stroke of the needle; the said presser-foot is made separate from the presser-bar s^1 , and is adjustable thereon towards and from the needle f . By reference to figure 1 it will be seen that the joint between the presser-foot s and presser-bar s^1 is made at such an angle that if the presser-foot s is set toward the needle to shorten the stitch, the shoulder of the presser-rod s^1 , which sustains the needle-lever fulcrum, will be lowered; this gives more lost motion to the needle-lever fulcrum, and consequently shortens the stroke of the needle. Adjusting the presser-foot s away from the needle f lengthens the stitch and raises the said shoulder of the presser-bar s^1 , lessening the amount of lost motion of the needle-lever fulcrum, and consequently increasing the length of the stroke of the needle. The cam plates s^8 , which modify the movement of the feeder t , are fixed to the presser-foot s and move with it.

It will be seen that the presser rests upon the stock with the pressure of spring s^9 at once after the pawl is tripped, and that it remains on the stock in front of the needle, compressing it till lifted by the cam s^6 just as the needle begins to rise. The presser-foot can be lifted by hand to place stock under it, or to remove the stock from the horn; means for this being shown in the link v , which is connected to the hand-lever v^1 .

The feeder is connected with the presser-bar by means of a tongue slotted at its upper end, to permit vertical movement. A pin t^* fixed in the tongue moves in angular grooves formed in the cam-plates, so that part of the reciprocating movements of the links u^* cause the feeder to rise and fall as well as to move horizontally. The pin t^* , by which the links u^* take hold upon the feeder, forms the hinge upon which the feeder swings on the tongue in moving upon the front inclined surface of the presser in the backward movement of the feeder, and also in its forward movement, till a projection on the tongue strikes

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strikes a shoulder of the feeder, making a kind of stop-hinge, by which the tongue and feeder are made rigid in the feeding movement, but capable of bending in the backward movement of the feeder, so that the point of the feeder can be raised on the inclined front of the presser out of the stock. The small spiral spring x operates to keep the point of the feeder close upon the front inclined surface of the presser, so that the feeder-point shall puncture the stock close to the presser; and the said spring also acts to draw the point of the feeder back on its return stroke.

The rocker shaft u receives motion from the cam u^1 through a rocker arm u^4 , and transmits the motion through the rocker arm u^5 to the links u^6 , which give through the mechanism described the proper motions at the proper times to the feeder.

The feeder being connected with the presser is raised from the horn with it as before described, and the length of stitch is regulated by adjusting the distance of the presser from the needle. When the links u^6 are so moved as to straighten the feeder, and the feed-tongue like a toggle joint, the point of the feeder is forced into the stock by the action of the side inclines in the cam-plates s^* on the pin t^* , and any further straightening movement is prevented, the action of the projections of the tongue upon the feeder rendering the tongue and feeder rigid; the feeder then moves forward. The feeder operates best by so adjusting the cam u^1 lengthwise of the shaft A , that its point comes on its extreme forward throw, a little forward of the axial line of the needle. It is well to arrange a retaining stop to restrain the feeder from being moved by any accident beyond its intended forward terminal point of stroke.

The needle f is secured on the bar f^1 , which is reciprocated from the eccentric r by the intervention of the eccentric strap r^1 , and arm r^2 , the lever r^3 , and the link r^4 . The simple ordinary operation of similar parts is modified by making the fulcrum of the lever r^3 movable, so as to be checked at a fixed point in the upward throw of the eccentric, which gives downward movement to the needle, and at variable points in the downward throw of the eccentric, which gives upward movement to the needle. The pin r^5 , which is the lever-fulcrum, is fixed to the bar y , which is arranged to slide in bearings in the head-plates d and d^1 . It is plain that when the needle is performing work, the fulcrum, if free to move, will reciprocate instead of the needle, when the eccentric is rotated. If now the eccentric is on the upward throw, the termination of the downward stroke of the needle, and the place at which its point will arrive, will depend upon the amount of upward movement allowed to the fulcrum r^5 . This is regulated by the adjustable check-nut r^6 , which strikes against the under side of the plate d , preventing further upward movement of the fulcrum r^5 , and causing the continued upward throw of the eccentric to be expended in moving the needle f downward. It will be seen that the position of the check-nut r^6 determines the lowest position at which the point of the needle can arrive, without regard to the whole amount of the stroke of the said needle. In this mechanism the throw of the eccentric is greater than the greatest movement which it is ever intended to impart to the needle. It is desirable to vary the movement when the stock varies in thickness, and to do this automatically in accordance with the thickness of the stock where operated on by the needle. In chain-stitch-sewing mechanism the length of thread required to form a stitch is equal to the sum of three times the length of the stitch added to twice the thickness of the stock, with a slight amount added to this for length of thread taken up in doubling one loop round the next loop. From this it will be seen that the amount which the throw of the needle should be varied to have the thread drawn off by it proportioned to the variations of the thickness of the stock, is double either the increase or the diminution of the thickness of the stock. As the lever r^3 is pivoted in the centre, any change in the position where this becomes fixed will be accompanied with a change twice as great in the movement of the needle.

The variation in the stroke of the needle has been effected by using a part connected with the presser-foot as a rest or stop, on which the fulcrum of the needle-lever is sustained, varying the amount of lost motion of the needle-bar fulcrum, and thus governing the length of the stroke of the needle. But in practice it is found that owing to the bending of the stock operated upon, and to variations in its comparative solidity, it is desirable to alter the ratio of the stroke of the needle as compared with the thickness of the stock to be sewn, the stroke requiring to be lessened from the theoretical amount demanded according to the softness of the stock and the length of stitches taken, long stitches allowing more yielding or bending of the stock between the presser-foot and needle as the loop is drawn up than short stitches.

To obtain a rest for the needle lever-post, whose height may be varied in a diminished but exact ratio to the positions of the presser-foot s , and so allow more lost motion to the needle lever fulcrum r^5 , and consequently shorten the stroke of the needle, a lever r^7 is arranged to rest at one end on a shoulder of the presser foot-bar s^1 , while the other end rests on, or is pivoted to, the fulcrum post, so that the said first end is moved with the presser foot-bar while the second end has little or no motion. A sliding piece r^8 is arranged on the lever r^7 , so that it can be moved thereon and fixed at any desired point; and it will be obvious that the vertical motions of the piece r^8 , while corresponding in time with the vertical motions of the presser-bar s^1 , will be lessened in amount as it is slid along the lever r^7 away from the presser foot-bar. The projection r^9 from the needle-lever fulcrum-post y is so shaped as to come directly over all positions which the piece r^8 can be made to assume. Hence it will appear that the ratio between the stroke of the needle and the thickness of the stock can be varied by sliding the piece r^8 upon the lever r^7 , because the length of stroke of the needle is governed by the amount of lost movement permitted to the needle-lever fulcrum, as this amount is greater or less as the piece r^8 is moved from or toward the presser foot-bar. The arm r^8 may be adjusted on the fulcrum-bar when the length of the stitch is to be altered. When the stroke of the needle is so adjusted as to take from the spool at each up-stroke the amount of thread before-named as requisite to the formation of a chain-stitch, there will be no slipping of the thread in or through the hook or eye of the needle, or "rendering" as it is termed. When the stroke of the needle is either too long or too short the thread "renders" through the needle; this frays the thread and causes it to break, and breakage from this cause is avoided by the automatic variation of the stroke corresponding with the requirements of the varying thicknesses of the material.

In my improved sewing mechanism, as in all others using the hook or crochet needle, it is necessary, in order to form a seam, to prevent the previously formed loop from catching in the hook of the needle, as the latter draws up the next loop. This is effected by a slide, which may be made either in the form of a tube or nipple surrounding the needle, or as a plain piece or bar, like that shown at z , in figure 1. The latter is preferable when sewing is performed in grooves or channels. The slide lever z^1 is operated from the

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the eccentric r . The piece z^2 is pivoted to the end of the lever z^1 , the pendant end of the piece z^2 having a cam-shaped slot, into which projects a pin fixed in the arm or rod of the eccentric strap; the upper end of the piece z^2 embraces loosely between two projections a pin on the lever z^1 . To describe the operation of the piece z^2 in working the slide z , suppose the parts in the position shown in figure 6, and the eccentric rotating in the direction indicated by the arrow 3, the needle and the slide will be at about their highest point of stroke, and just descending, or ready to do so, the end of the slide z being entirely above the hook of the needle f , leaving its hook or throat fully open. In this position the upper projection from the piece z^2 is in contact with the upper side of the pin on the lever z^1 . Continuation of the rotary movement of the eccentric r causes a simultaneous rise of the rear ends of levers r^3 and z^1 , and the piece z^2 swings on its pivot till the lower side of the pin on the lever z^1 comes into contact with the lower projection on the piece z^2 , the pin in the cam slot not changing its position materially therein till about the time the end of the slide touches the surface of the work, and the needle enters the hole in the end of the horn; then the pin in the cam slot moves forward in the direction of the arrow 3 till it reaches one end of the said slot, moving the lever z^1 relatively to the lever r^3 , the effect of which movement is first (provided stock is on the horn) to compress the slide-spring, and then when the needle-hook rises above the surface of the stock to cover the said hook, and keep it covered as long as necessary. The continued rotative movement of the eccentric which raises the needle and slide does not change the relative position of the levers r^3 and z^1 , or move the pin in the cam slot, till, by the swinging of the piece z^2 on its point, contact with the pin or projection on the lever z^1 is transferred from the lower to the upper projection on the piece z^2 . Then the continued rotative movement of the eccentric causes the pin in the cam slot to move thereon toward the rear, completing the elevation of the slide z , and moving the lever z^1 in relation to the lever r^3 so as to raise the slide z entirely above the hook and throat of the needle f . As the eccentric continues to rotate, the pin in the cam slot and the other parts again assume the position shown in figure 6, and the operations are repeated.

The wax on the thread must be heated to keep it in a plastic state for the production of good sewing; and it is necessary in applying the heat to provide means for preventing injury to the whirl and the end of the horn. By reference to figures 8 and 10 it may be seen that the pinion which rotates the whirl is formed on the end of a short shaft i^2 . This shaft has a necked collar thereupon, adjustable by a set screw, by which, and by the fork i^* , fixed in the horn and encompassing the said collar, the pinion h^1 can be adjusted, so as to properly mesh into the teeth on the whirl h . The lower end of the shaft i^2 is slotted, and the shaft i , with which it is coupled, is formed at its upper end to receive the lower end of i^2 . A pin in the shaft i , passing through the slotted end of the shaft i^2 , causes its rotation; and it will be seen that the arrangement of parts is such as to allow of free expansion of the shaft i without affecting the pinion-shaft i^2 . The thread is heated by means of the lamp a^1 .

The operation of my machine is as follows:—When the needle f is elevated considerably above the horn e , but on the down stroke, and the thread is properly drawn through the whirl and adjusted, the feeder and presser are raised, and the stock, or the boot or shoe, is placed on the horn, so that the needle comes over the spot where it is desired to have the seam commenced. The feeder and presser are then lowered, the latter holding the stock on the horn. Rotation being then given to the main shaft in the direction indicated by the arrow 4, the needle approaches the stock, and the feeder moving down the incline of the presser punctures the stock. The needle continues to move downward, going through the stock, but the slide z is checked and rests on the surface. As the needle arrives at its lowest point of stroke the whirl h is operated, and makes about two-thirds of a rotation about the needle, winding the thread into its hook; and when the needle descends again the whirl rotates back to its first position. Just as the needle completes its down-stroke the lever z^1 receives an additional motion by means before described, causing the slide z to cover the hook of the needle as the latter emerges from the stock in the up-stroke. At the up-stroke of the needle the slide receives its additional and an accelerated movement, and uncovers the eye of the needle; but as the needle begins to rise the presser and feeder are both lifted a little to free the thread from pinch; and just before the needle descends, and before the feeder moves forward, an additional rise is given to the presser and feeder, and the latter moves to push the work along, so that the stock may receive the next perforation of the needle in the proper place at the distance of one stitch from the last perforation. When this feed movement is effected the feeder and presser are both dropped, and, as the needle descends, the feeder retreats from beneath it, leaving the presser resting on the stock to hold it in position while the needle is approaching the stock, and while the feeder is rising upon the incline of the presser-foot. The needle continuing to approach again penetrates the stock, and receiving the thread, as before described, draws a new loop of it through the previously formed loop, tightens this, and takes enough thread from the spool to form the next stitch.

The needle-lever and parts connected therewith are kept from improper movements by a friction retarder, consisting of a set screw j^* acting through the medium of a gib faced with leather.

I claim,—

- 1st. A horn or rest for supporting the work constructed and arranged upon the machine substantially as set forth.
- 2nd. The combination of the said horn with a reciprocating needle, and with the whirl or looper substantially as and for the purposes set forth.
- 3rd. The bobbin m and tension device m^1 combined, and rotating with the horn e substantially as set forth.
- 4th. The rotary whirl or looper h combined with the rotating horn e in such a manner that each operates independently of the other substantially as and for the purposes set forth.
- 5th. Varying the length of the loops of thread to adapt the sewing to variations in the thickness of the stock by automatic devices, whose operation is caused by such variations in the stock substantially as set forth.
- 6th. The combination and arrangement of devices, whereby the stroke of the needle and length of stitch are changed by the same act.
- 7th. The lever r^1 , slide r^2 , and projection r^3 , combined and operating together, and with the needle-lever fulcrum and presser-bar substantially as and for the purpose set forth.

8th,

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- 8th. Operating the presser-foot *s* to rise the same distance from the surface of the stock, no matter what may be the thickness of the same substantially as and for the purpose set forth.
- 9th. Combining the presser-foot *s* with the needle and parts in connection with the same, and thereby controlling the motions of the presser-foot substantially in the manner set forth.
- 10th. The needle *f* and closing slide *z* combined, and operating together substantially as and for the purposes set forth.
- 11th. The combination with the said needle and slide of the devices, whereby the slide is operated, and its stroke automatically increased or diminished with the stroke of the needle.
- 12th. The presser *s* and feeder *t* combined, arranged, and operating together, and in relation to the needle and stock substantially as and for the purposes set forth.
- 13th. Combining the presser *s* and feeder *t* in such a manner that they can be raised together, substantially as and for the purposes set forth.
- 14th. The combination of devices, whereby the presser *s* is caused to descend gradually upon the stock substantially as set forth.
- 15th. Making the presser *s* adjustable in relation to the needle, and constructing the said presser with an inclined surface next to the feeder substantially as and for the purposes set forth.
- 16th. The combination of the needle-bar of a sewing-machine with a lever, whose fulcrum is made adjustable for the purposes set forth.
- 17th. The employment of a friction retarder on the needle-bar substantially as set forth.
- 18th. The application of an expansion joint to prevent the injurious effects of the heat upon the mechanism substantially as set forth.

RICHARD BAYLIS. (L.S.)

Witness—THOS. W. PALMER, Clerk to Messrs. Haseltine, Lake, & Co.,
8, Southampton Buildings, London.

This is the specification referred to in the annexed Letters of Registration, granted to Richard Baylis this tenth day of March, 1869.

BELMORE.

REPORT.

Sydney, 4 January, 1869.

SIR,

Having, in attention to the minute of the Honorable the Colonial Secretary, examined the plans and specification accompanying the petition of Mr. Richard Baylis for Letters of Registration for an invention for "Improvements in machinery for sewing boots and shoes," we have now the honor to state that we see no reason why the prayer of the Petitioner should not be granted.

We have, &c.,

E. O. MORIARTY.
E. C. CRACKNELL.

[Drawings—five sheets.]

E

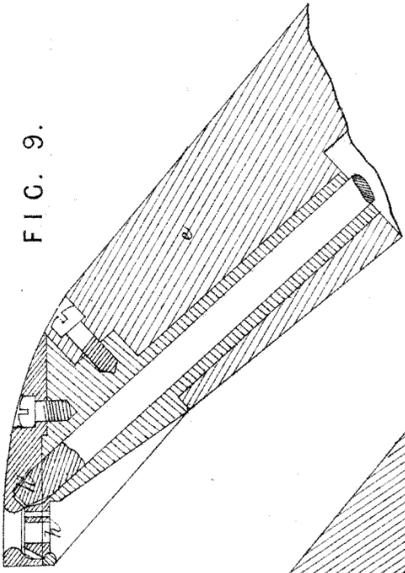


FIG. 9.

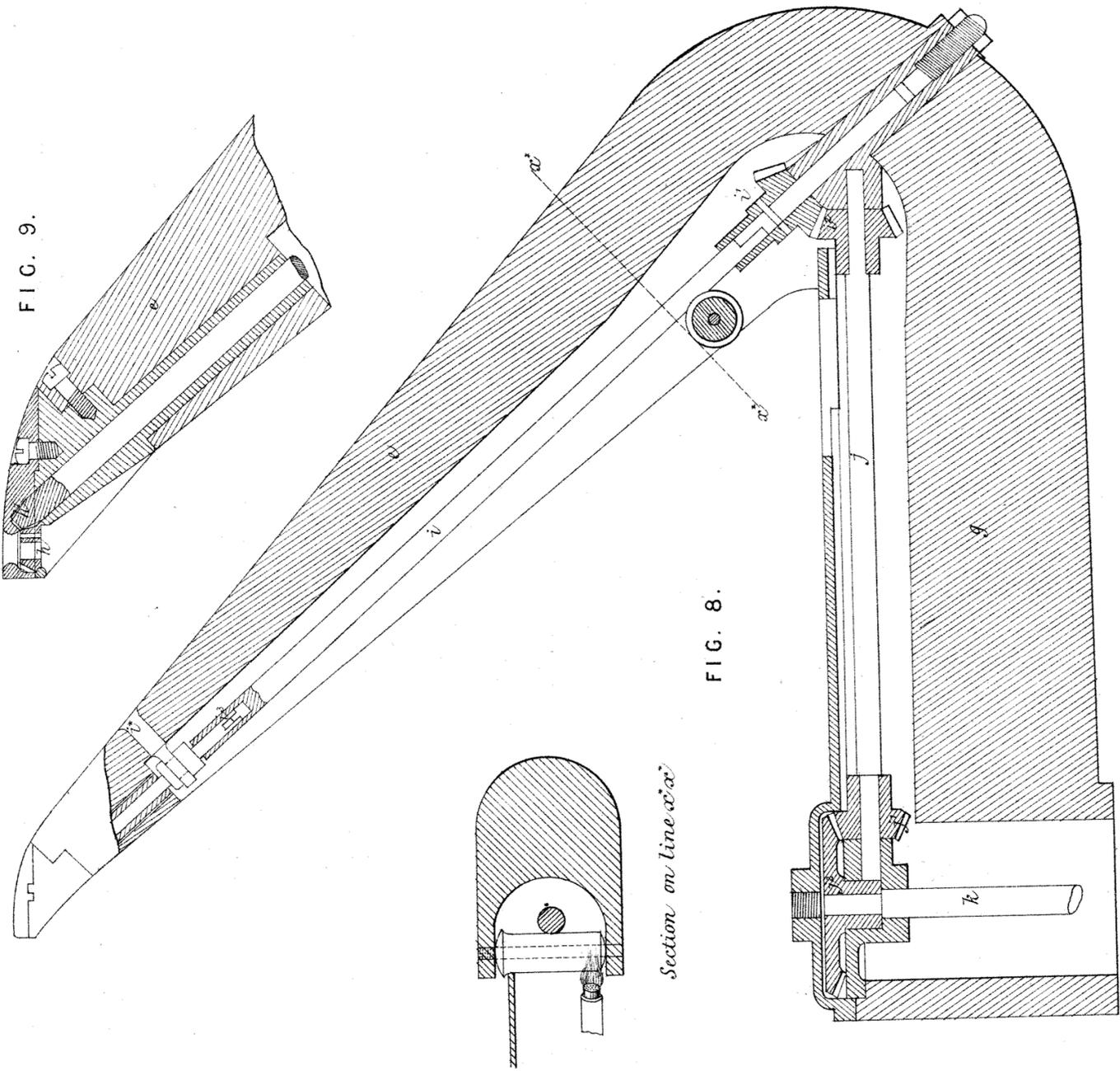
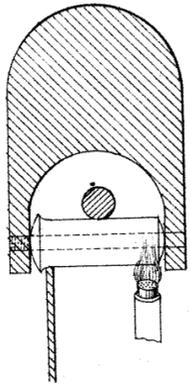


FIG. 8.



Section on line x'x'

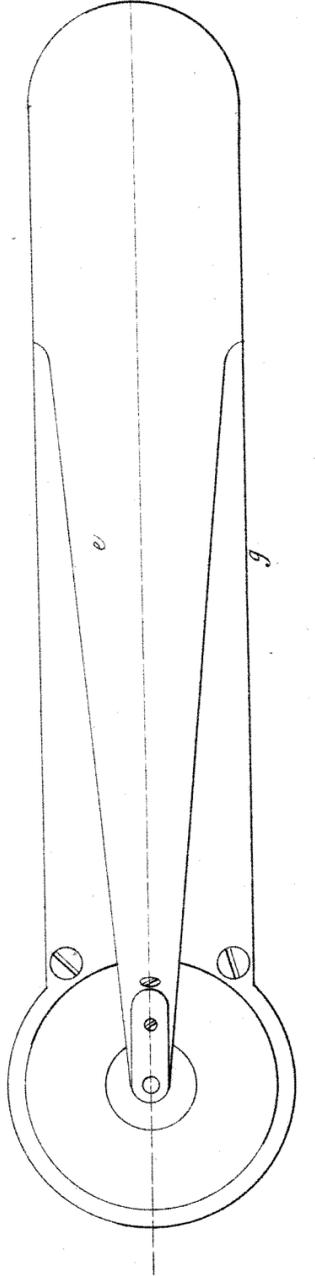


FIG. 10.

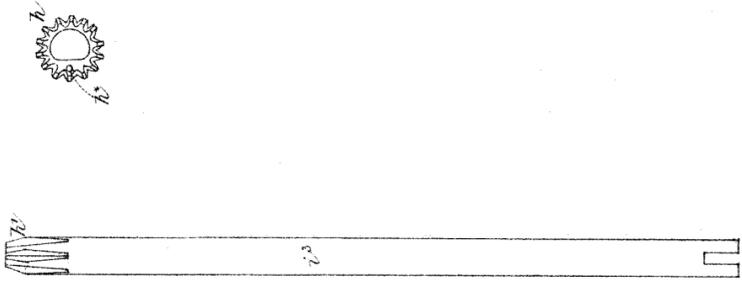


FIG. 12.

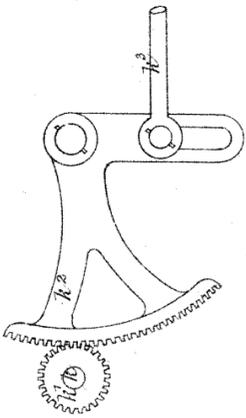
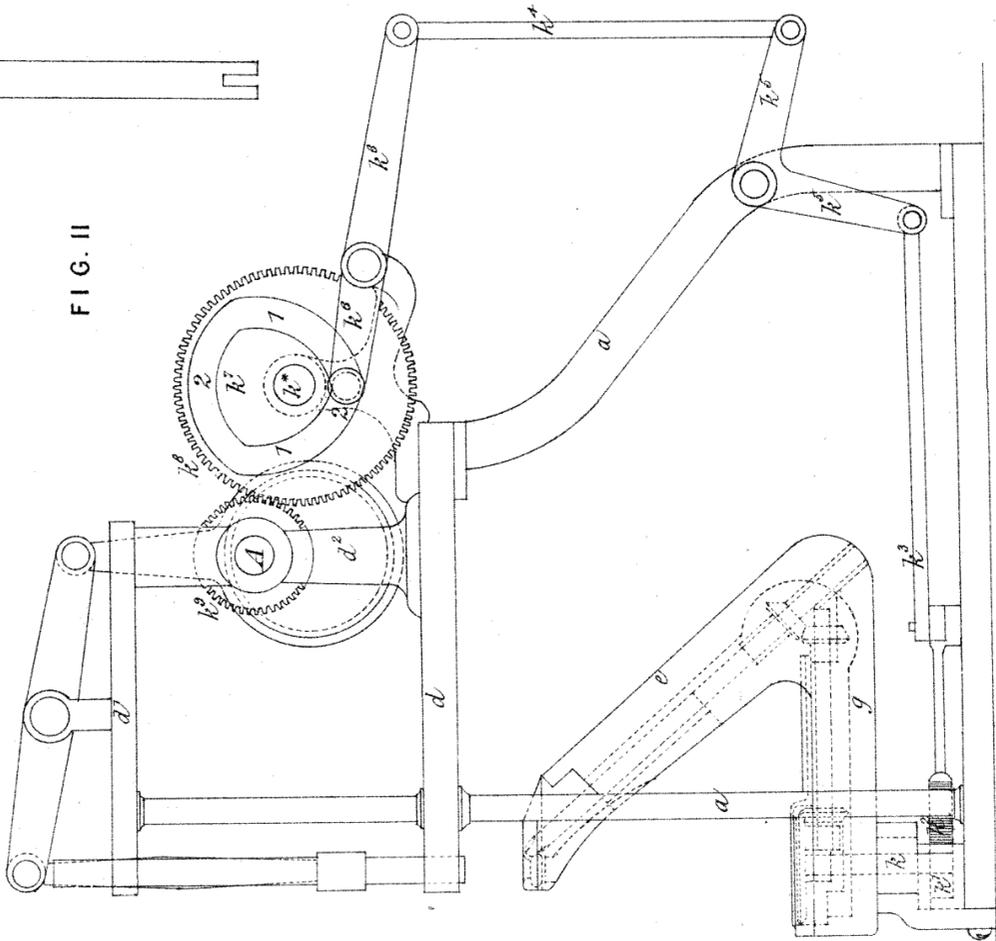


FIG. 11



This is the Paper of Drawings marked E referred to in the annexed Letters of Registration granted to Richard Baylis this Tenth day of March 1869.

(Signed) Belmore

(Signed) Richard Baylis

D

FIG. 7.

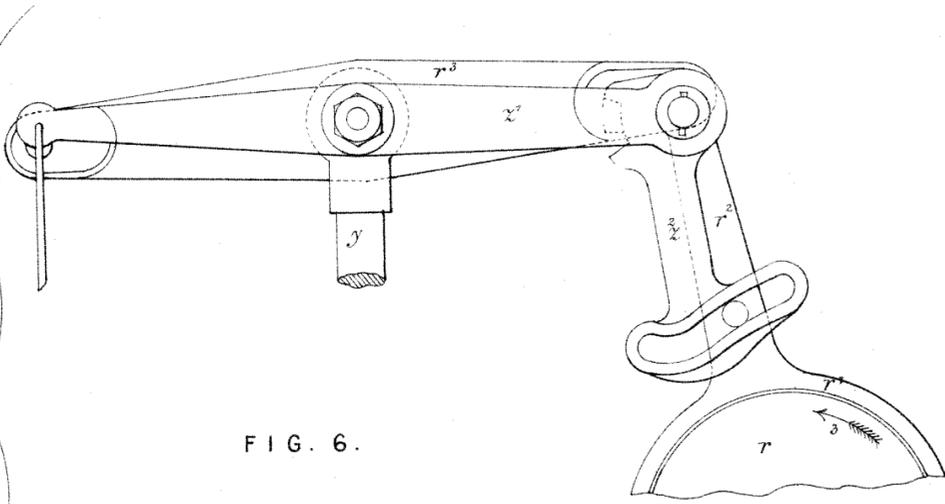
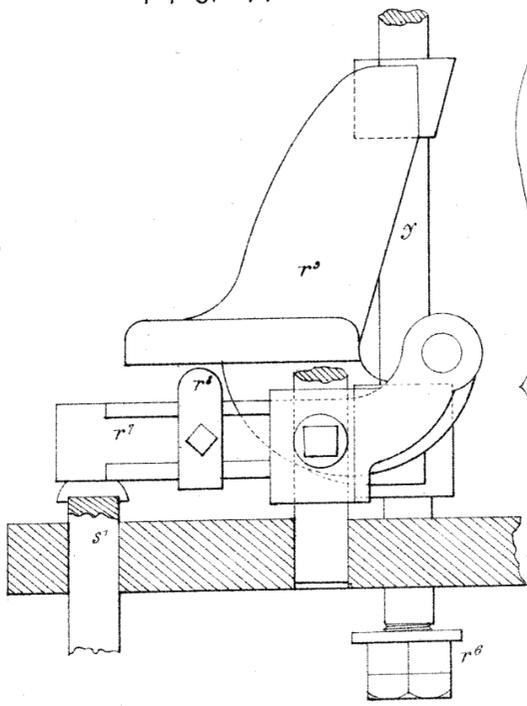
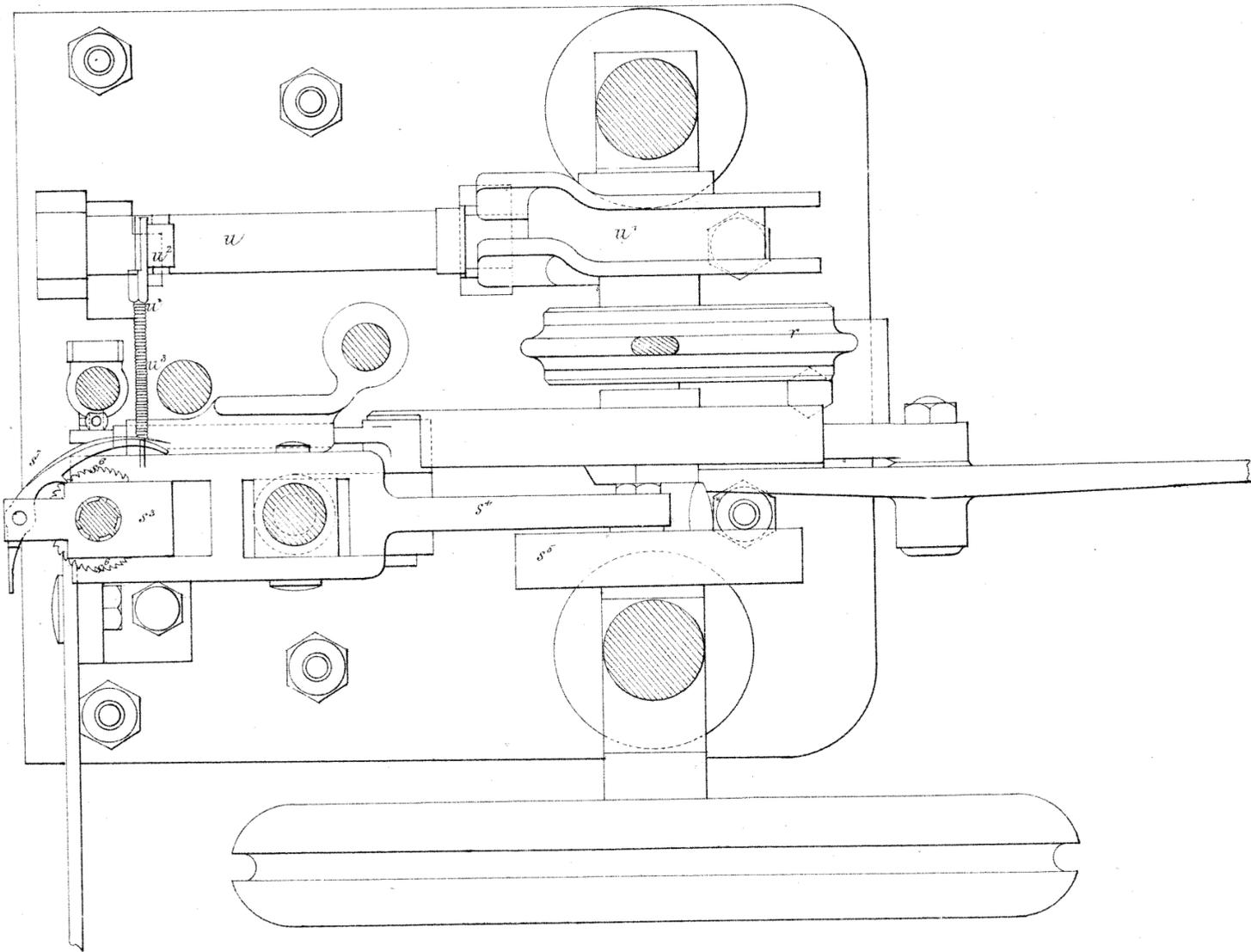


FIG. 6.

FIG. 5.



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FIG. 4.

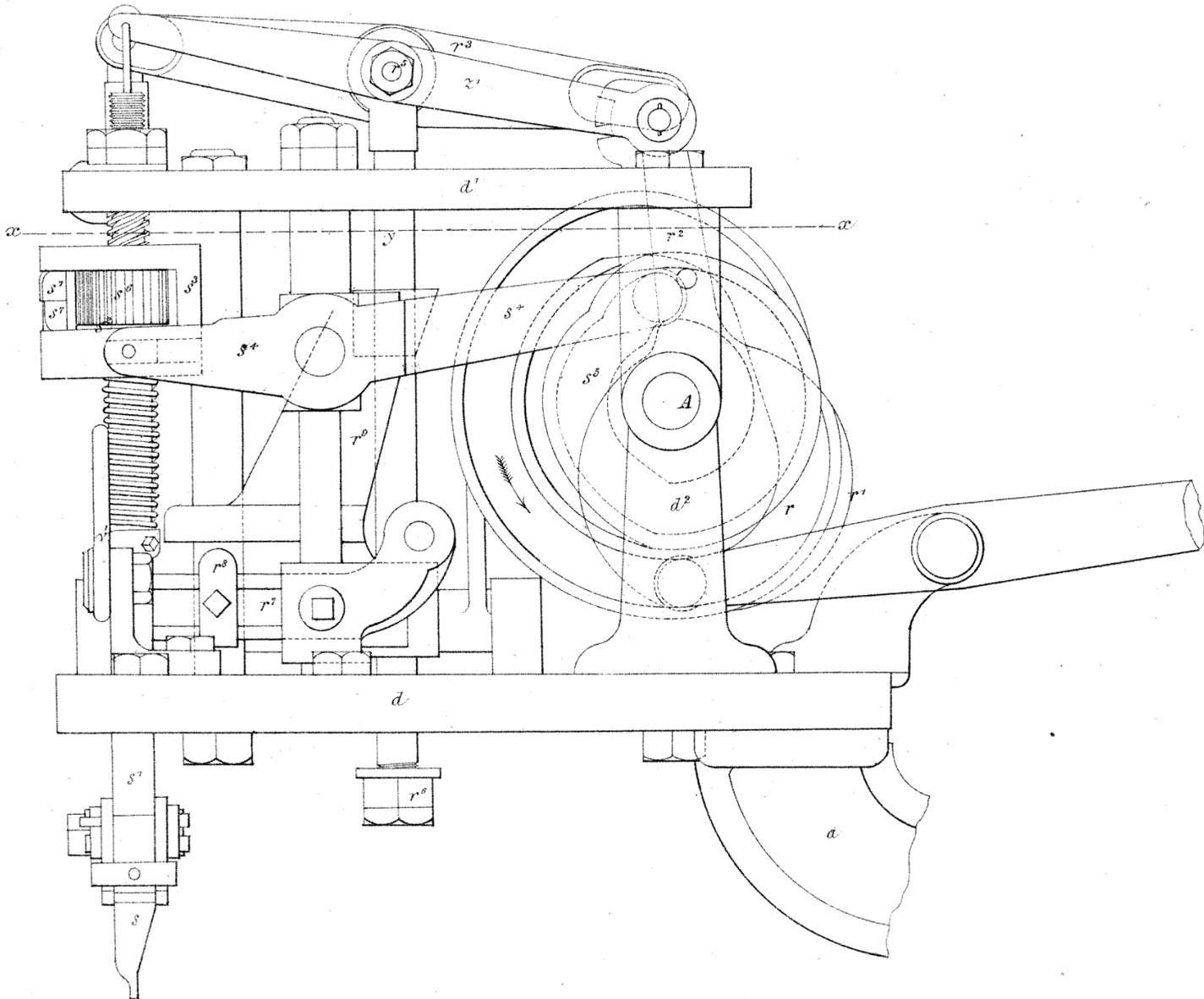
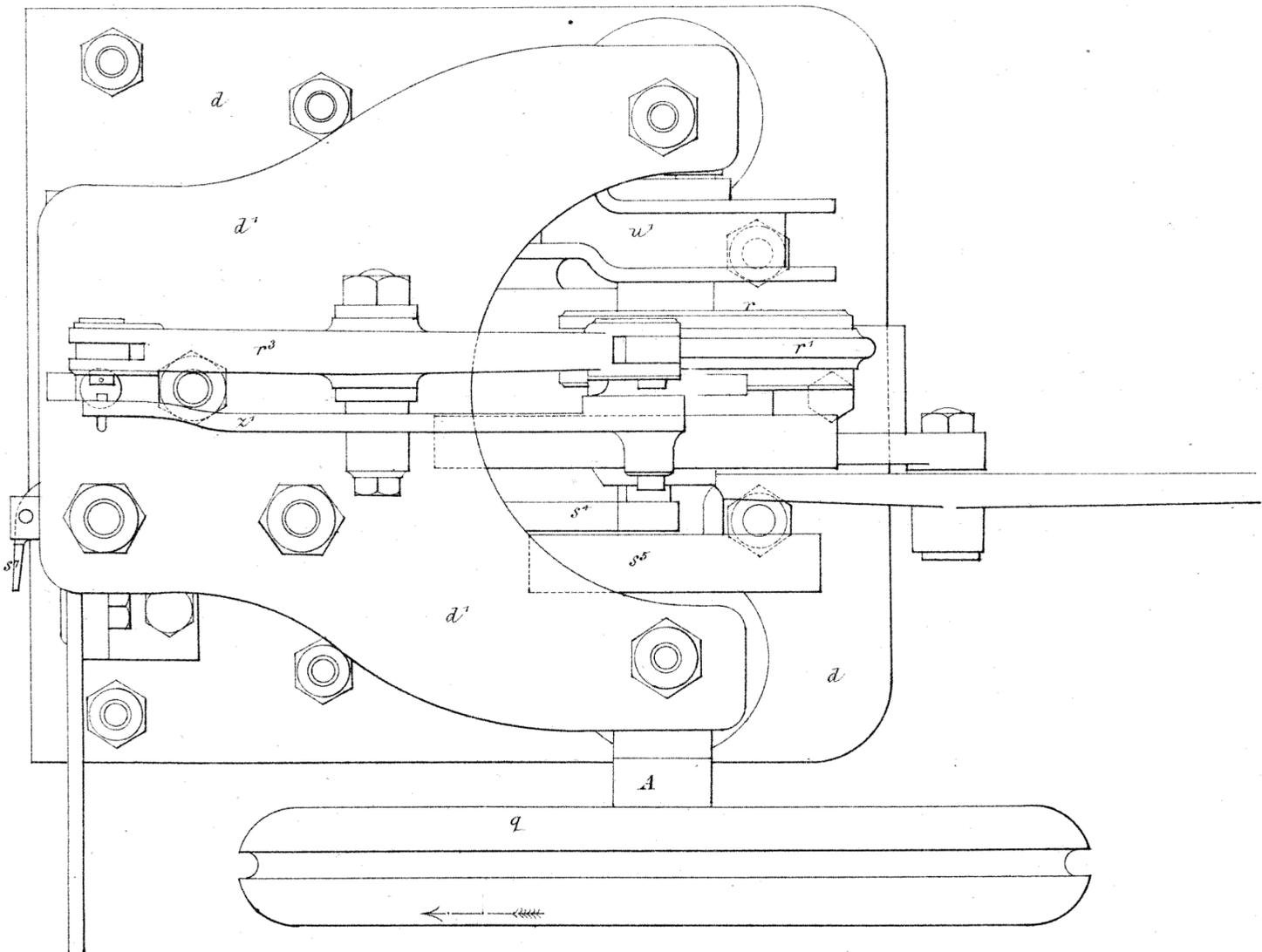
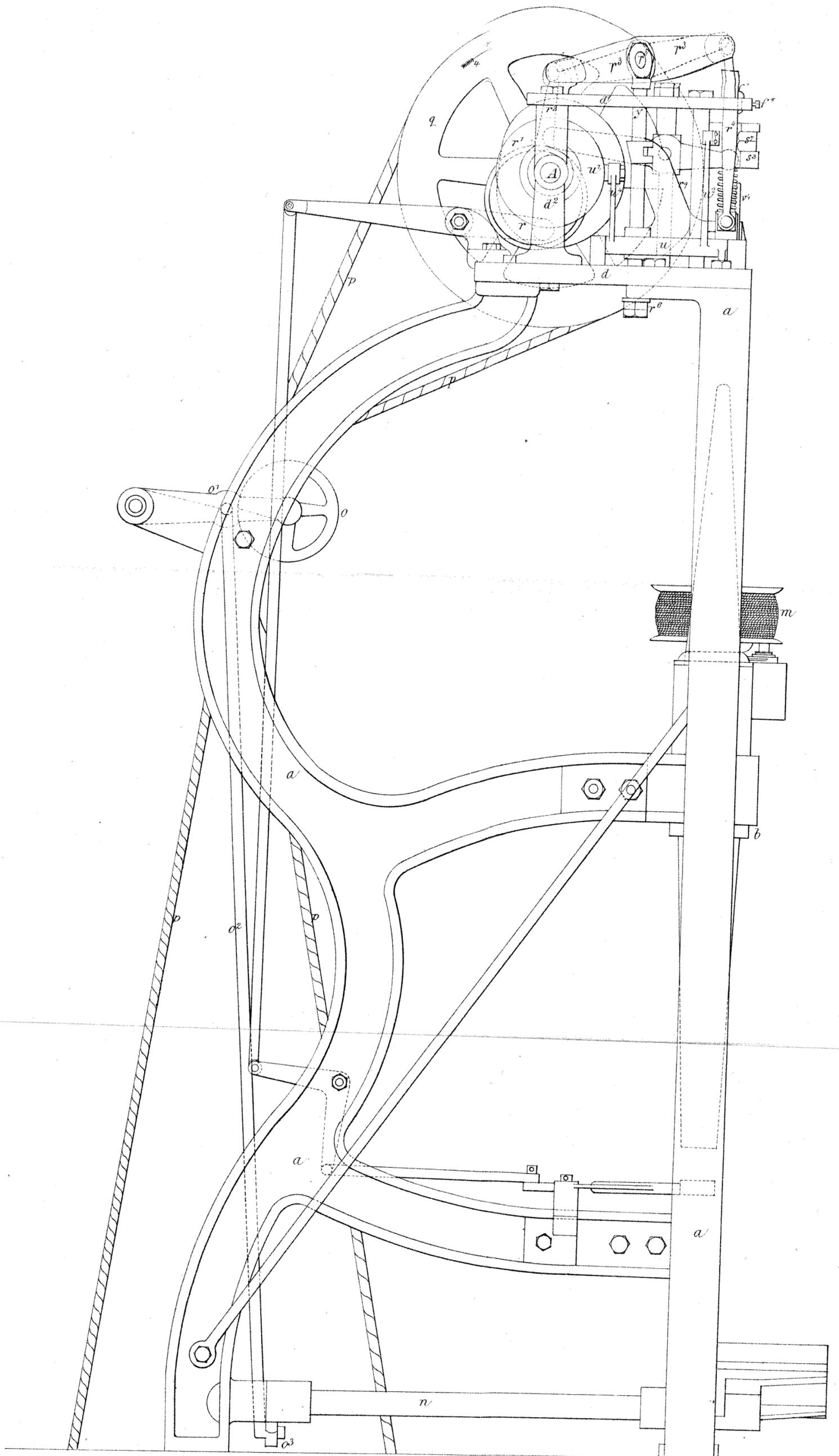


FIG. 3



(Signed)
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B FIG. 2.

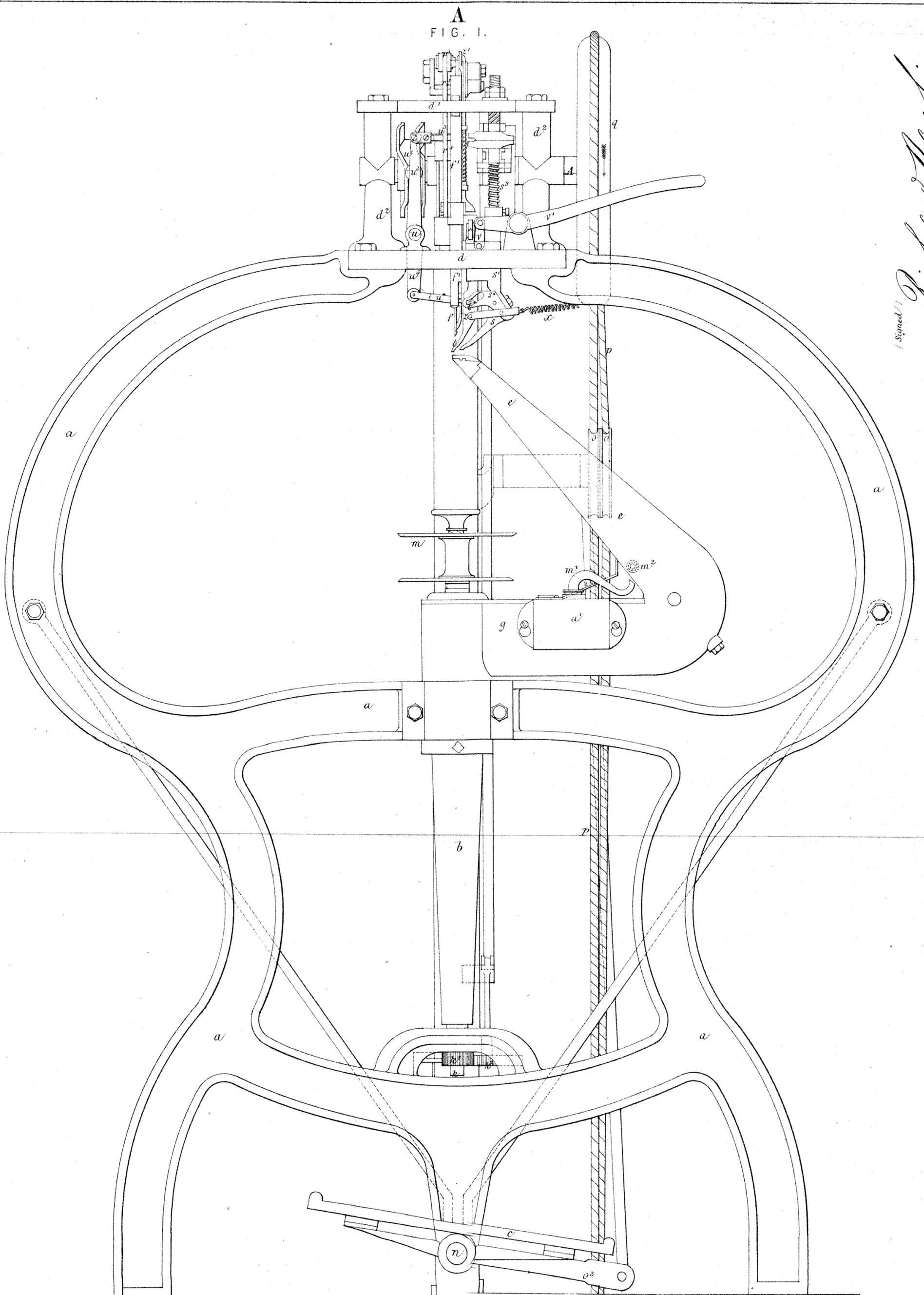


(Signed)
Richard Baylis

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(Signed) Belmore

A
FIG. 1.



(Signed) Richard Baylis

This is the Paper of Drawings marked A referred to in the annexed Letters of Registration granted to Richard Baylis this tenth day of March 1869.
(Signed) Belmore



A.D. 1869, 16th March. No. 206.

AMALGAMATION OF GOLD AND OTHER PRECIOUS METALS.

LETTERS OF REGISTRATION to John Aickin, for an Invention of a new method of amalgamating Gold and other precious Metals.

[Registered on the 18th day of March, A.D. 1869, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a Member of Her Majesty's Most Honorable Privy Council in Ireland, Governor and Commander-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS JOHN AICKIN, of the Province of Auckland, New Zealand, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, "Of an invention of a new method of amalgamating gold and other precious metals, termed the 'Magistral Amalgamating Compound,'" which is more particularly described in the specification and explanation which are hereunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said John Aickin, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said John Aickin, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said John Aickin shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this sixteenth day of March, in the year of our Lord one thousand eight hundred and sixty-nine.

(L.S.)

BELMORE.

Apparatus for amalgamating Gold and other precious Metals.

A SPECIFICATION of the method or process of compounding the magistral amalgamating compound.

TAKE one part of pure quicksilver, 5 lbs.; three parts of finely powdered chalk, marl or alkaline earth, 15 lbs.; caustic potash, 1 lb. Grind or triturate all together in a mortar or mill, or rotate in a cask constructed for the purpose, until the mercurial globules disappear, and the whole mass presents a homogenous aspect, the metallic globules becoming invisible to the naked eye.

JOHN AICKIN.

2 January, 1869.

This is the specification referred to in the annexed Letters of Registration, granted to John Aickin this sixteenth day of March, 1869.

BELMORE.

AN explanation of the principle upon which the magistral process of amalgamation is founded; also the method or process of preparing the magistral amalgamating compound.

It has been proved in practice that the lighter particles of gold disseminated through auriferous quartz are liable to be carried away by the water as now employed in the process of amalgamation. The currents of water over ordinary ripple tables, the limited surface presented by the quicksilver, and the injurious influence of a certain chemical agent in different varieties of quartz, combine to frustrate the power of the quicksilver, and to limit its action in arresting the finer particles of gold, which consequently float away and are lost. The magistral process obviates these prejudicial influences, and neutralises their power. It forms a speedy amalgam. Through its agency a fine paste may be formed with the auriferous quartz sand, from which the silicious particles can be easily washed, leaving an amalgam varying in consistence with the amount of gold contained in the stone.

JOHN AICKIN.

2 January, 1869.

This is the explanation referred to in the annexed Letters of Registration, granted to John Aickin this sixteenth day of March, 1869.

BELMORE.

REPORT.

Sydney, 10 February, 1869.

SIR,

The application of Mr. John Aickin for Letters of Registration for a "Magistral amalgamating compound" having been referred to us, we have the honor to report that we have examined the specification accompanying the same, and see no objection to the issue of Letters of Registration as desired.

THE PRINCIPAL
UNDER SECRETARY.

We have, &c.,
J. SMITH.
CHAS. WATT.



A.D. 1869, 30th March. No. 207.

**IMPROVEMENTS IN THE CONSTRUCTION OF SHEEP-WASHING
MACHINERY.**

LETTERS OF REGISTRATION to William Wright and Henry Dale Edwards,
for Improvements in the construction of Sheep-washing Machinery.

[Registered on the 30th day of March, A.D. 1869, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a Member of Her Majesty's Most Honorable Privy Council in Ireland, Governor and Commander-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting:

WHEREAS WILLIAM WRIGHT and HENRY DALE EDWARDS, both of Melbourne, in the Colony of Victoria, Esquires, have by their Petition humbly represented to me that they are the authors or designers of a certain invention or improvement in manufactures, that is to say, "Of an invention intituled improvements in the construction of sheep-washing machinery," which is more particularly described in the specification and paper of drawings, which are hereunto annexed; and that they, the said Petitioners, have deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and have humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to them for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority vested in me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said William Wright and Henry Dale Edwards, their executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said William Wright and Henry Dale Edwards, their executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said William Wright and Henry Dale Edwards shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony, at Government House, Sydney, in New South Wales, this thirtieth day of March, in the year of our Lord one thousand eight hundred and sixty-nine.

(L.S.)

BELMORE.

Improvements in the construction of Sheep-washing Machinery.

SPECIFICATION of WILLIAM WRIGHT and HENRY DALE EDWARDS, both of Melbourne, in the Colony of Victoria, engineers, for an invention intituled "Improvements in the construction of sheep-washing machinery."

OUR invention consists of certain improvements in the construction of sheep-washing machinery, for the purpose of controlling the supply and regulating the thickness of the stream of water proceeding from the jets. This we accomplish by means of the mechanical arrangement herein described and illustrated in the drawings hereto attached.

We propose to use an ordinary tank A, supplied from pipe B. In the bottom of this tank we cut two or more circular holes to receive the upper ends of pipes D. Across the tank we fix an iron spindle, having two or more plugs E attached to them, so as to fit into the mouths of pipes D when required. On one end of this spindle we place a handle or lever J, by which these plugs can be fixed in the mouths of the pipes, or partially, or wholly removed, so that complete control over the supply is thereby obtained.

The pipes D feed into the closed case H, at the bottom of which are the jets proper, which are constructed with one fixed and one movable piece, as is well understood, but the thickness of the stream permitted to proceed therefrom is regulated by means of two or more weights F, connected together by a spindle G, and each working on a lever I connected to the movable jet piece. Of course the thickness of the stream depends upon the distance that these weights are from the jet piece; the closer they are to it the thicker will be the stream, whilst by simply raising these weights the jet can be instantly flushed. The directing pieces are so constructed as to direct the stream at any required angle, or vertically, and the movable jet piece may, if desired, be adjusted in any other manner. The supply pipes must be of sufficient length and area to supply the stream where required.

Having thus described the nature of our invention, and the manner of performing same, we would have it understood that we do not confine ourselves to the precise details herein set forth, so long as the nature of our invention be retained and understood, as it might easily be varied without in reality departing from it; but we claim,—

- 1st. The construction of the supply pipes D, and the method of regulating the supply thereto by plugs E, and handle J, in the manner and for the purpose substantially as herein described and explained.
- 2nd. The method of regulating the thickness of the stream proceeding from the jets by means of weights F, on levers I, operating upon the movable jet piece in the manner and for the purpose substantially as herein described and explained.
- 3rd. The combination of all the mechanical parts in the manner and for the purpose substantially as herein described and explained.

In witness whereof we, the said William Wright and Henry Dale Edwards, have hereto set our hands and seals this day of January, one thousand eight hundred and sixty-nine.

WILLIAM WRIGHT. (L.S.)
HENRY DALE EDWARDS. (L.S.)

This is the specification referred to in the annexed Letters of Registration, granted to William Wright and Henry Dale Edwards this thirtieth day of March, 1869.

BELMORE.

REPORT.

Sydney, 2 February, 1869.

SIR,

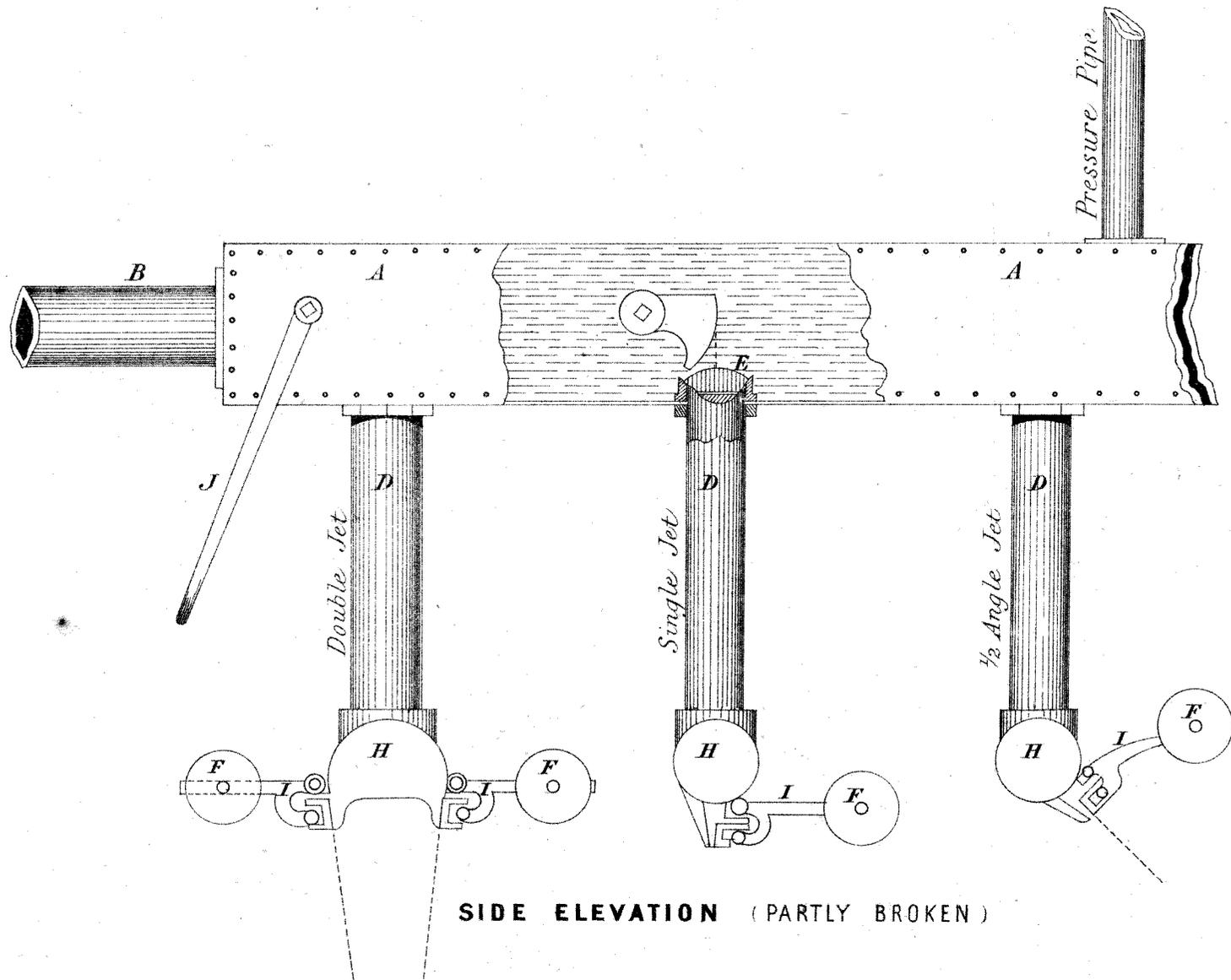
Referring to your B.C. of the 23rd ultimo, with its enclosures herewith returned, we have the honor to report that we have examined the specification and petition of William Wright and Henry Dale Edwards, praying that Letters of Registration may be issued to them for their invention of "Improvements in the construction of sheep-washing machinery," and that we find that the provisions of the Act of Council, 16 Vic., No. 24, have been complied with; we recommend, therefore, that the prayer of the Petitioners be granted.

We have, &c.,

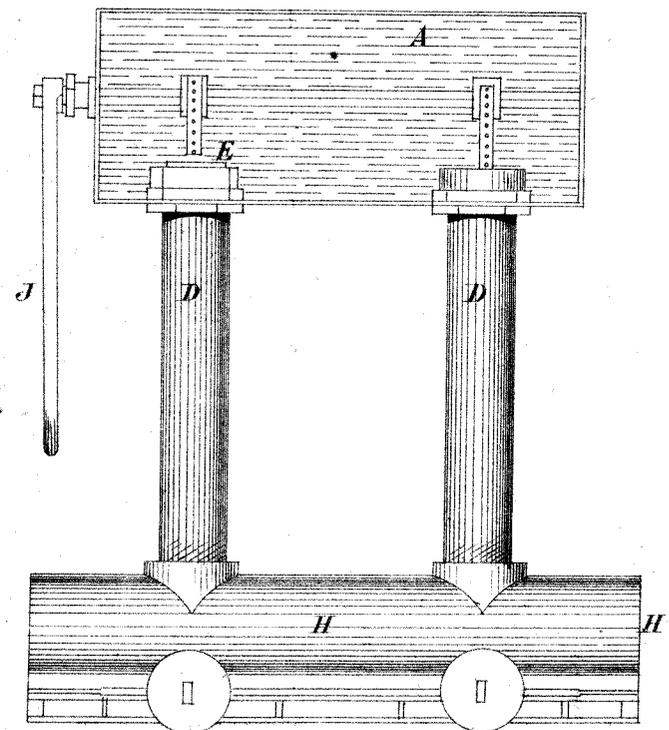
E. O. MORIARTY.
D. C. DALGLEISH.

THE PRINCIPAL
UNDER SECRETARY.

Wright and Edwards' Patent.



SIDE ELEVATION (PARTLY BROKEN)



CROSS SECTION

This is the Paper of Drawings referred to in the annexed Letters of Registration granted to William Wright and Henry Dale Edwards this Thirtieth day of March 1869. (Signed) Bebmore

FIG. 1

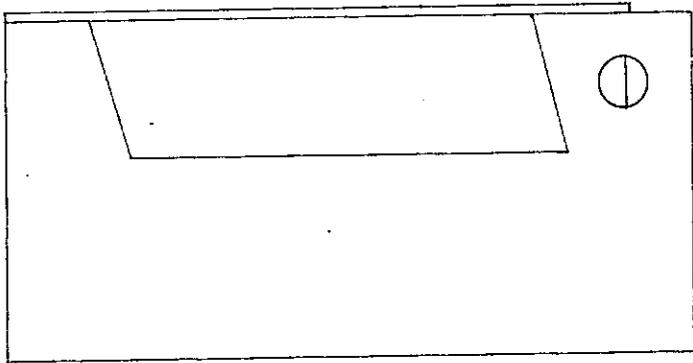


FIG. 2

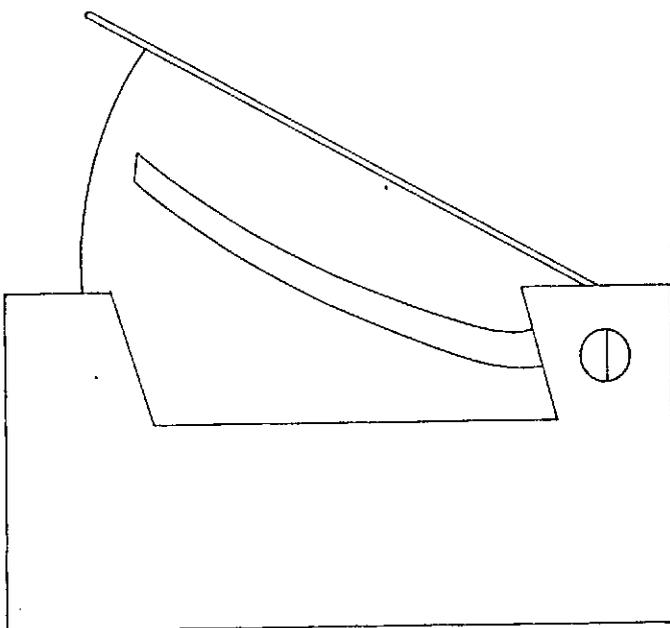


FIG. 3

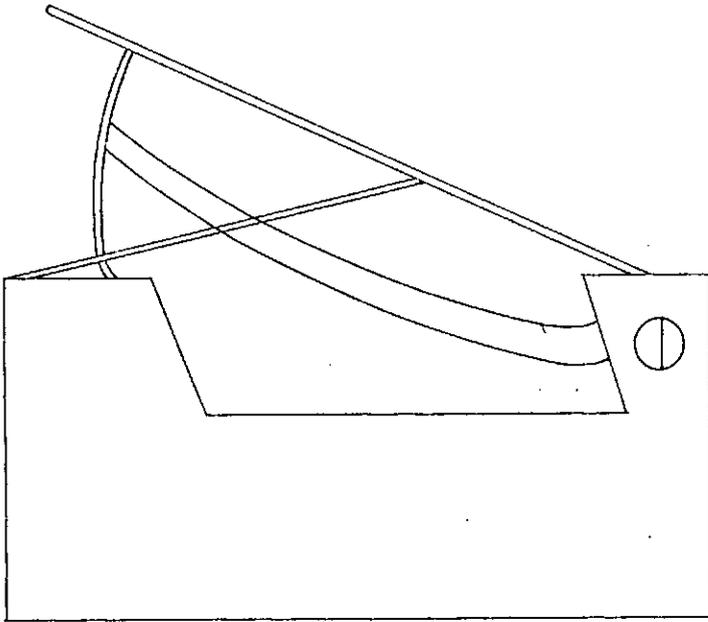


FIG. 4

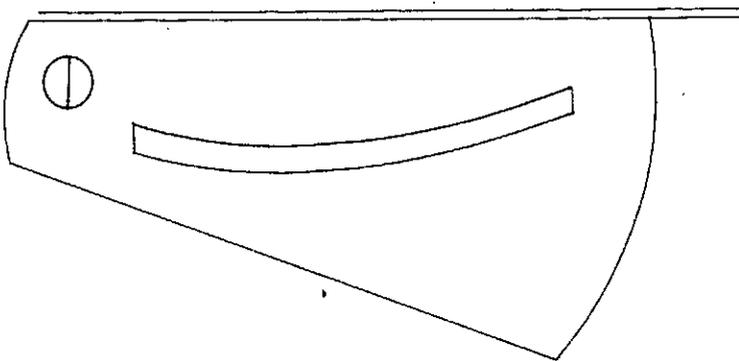
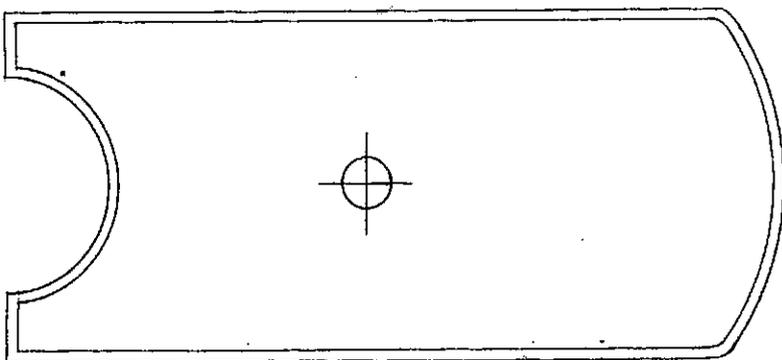


FIG. 5





A.D. 1869, 30th April. No. 210.

PRESERVATION, BY DESICCATION, OF ANIMAL AND VEGETABLE PRODUCTS.

LETTERS OF REGISTRATION to Joseph Bancroft, for an Invention of an apparatus for the desiccation of watery substances, and the preservation by desiccation of animal and vegetable products to be used as food.

[Registered on the 30th day of April, A.D. 1869, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a Member of Her Majesty's Most Honorable Privy Council in Ireland, Governor and Commander-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS JOSEPH BANCROFT, of Brisbane, in the Colony of Queensland, doctor of medicine, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, "Of an invention of an apparatus for the desiccation of watery substances, and the preservation by desiccation of animal and vegetable products to be used as food," which is more particularly described in the specification and drawings which are hereunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said Joseph Bancroft, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said Joseph Bancroft, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Joseph Bancroft shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this thirtieth day of April, in the year of our Lord one thousand eight hundred and sixty-nine.

(L.S.)

BELMORE.

Preservation, by desiccation, of animal and vegetable products.

SPECIFICATIONS of an invention for the manufacture of desiccated meats and food of various kinds, made by JOSEPH BANCROFT, M.D., Resident Medical Officer of the Brisbane Hospital, in the Colony of Queensland.

Now know ye, the manufacture of desiccated meats and food of various kinds is to be accomplished by an apparatus heated by steam, the diagrams of which are annexed hereto.

The surface plate, upon which meat to be desiccated is spread, is made of metal of a suitable kind,—enamelled, tinned, or galvanized iron being preferred, the floor of the apparatus being made of metal or wood, as may be found convenient.

At different points on the surface of the plates are placed fans encased by plates containing steam. The fans are driven by steam-power or otherwise. The air passing through them becomes heated, and when driven over the meat (or other materials) spread on the surface of the plates, it absorbs the moisture arising therefrom.

In the manufacture of desiccated beef or mutton the flesh is first minced, then spread on the hot plates; and after it has become sufficiently dry it is ground in a mill of proper construction.

Vegetables can be desiccated in a similar manner, and jams and sugar can be prepared with the same apparatus. The fans may be omitted if power is not at hand, though the rapidity of the process is thereby delayed.

I claim,—

1st. The sole privilege to make and dispose of the desiccating apparatus.

2nd. The sole right to use the same, and sell the products made by such apparatus.

3rd. Protection against any person or persons using modifications of this apparatus, producing like results, with the object of evading this patent.

The undersigned does solemnly declare that to his knowledge he is the sole inventor of this method of desiccation.

Brisbane, 24th February, 1869.

JOSEPH BANCROFT, M.D.

This is the specification referred to in the annexed Letters of Registration, granted to Joseph Bancroft this thirtieth day of April, 1869.

BELMORE.

REPORT.

Sydney, 22 March, 1869.

SIR,

The application of Dr. Joseph Bancroft for Letters of Registration for an apparatus for the "Manufacture of desiccated meats and food of various kinds," having been referred to us, we have the honor to report that we have examined the specification and drawings accompanying the same, and see no objection to the issue of Letters of Registration as desired.

We have, &c.,

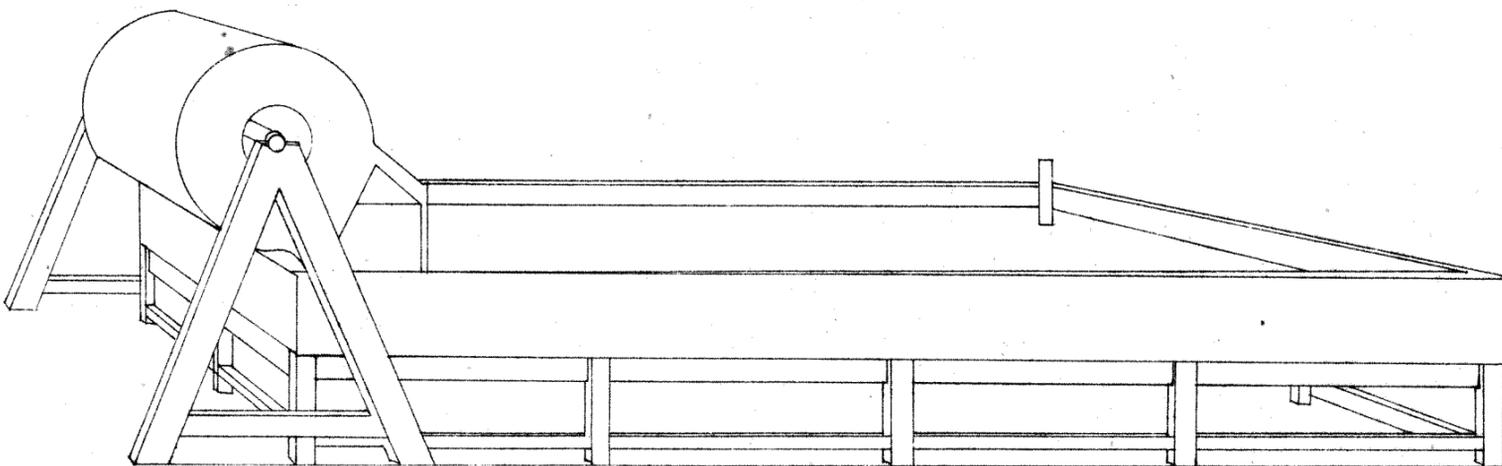
J. SMITH.

JOHN WHITTON.

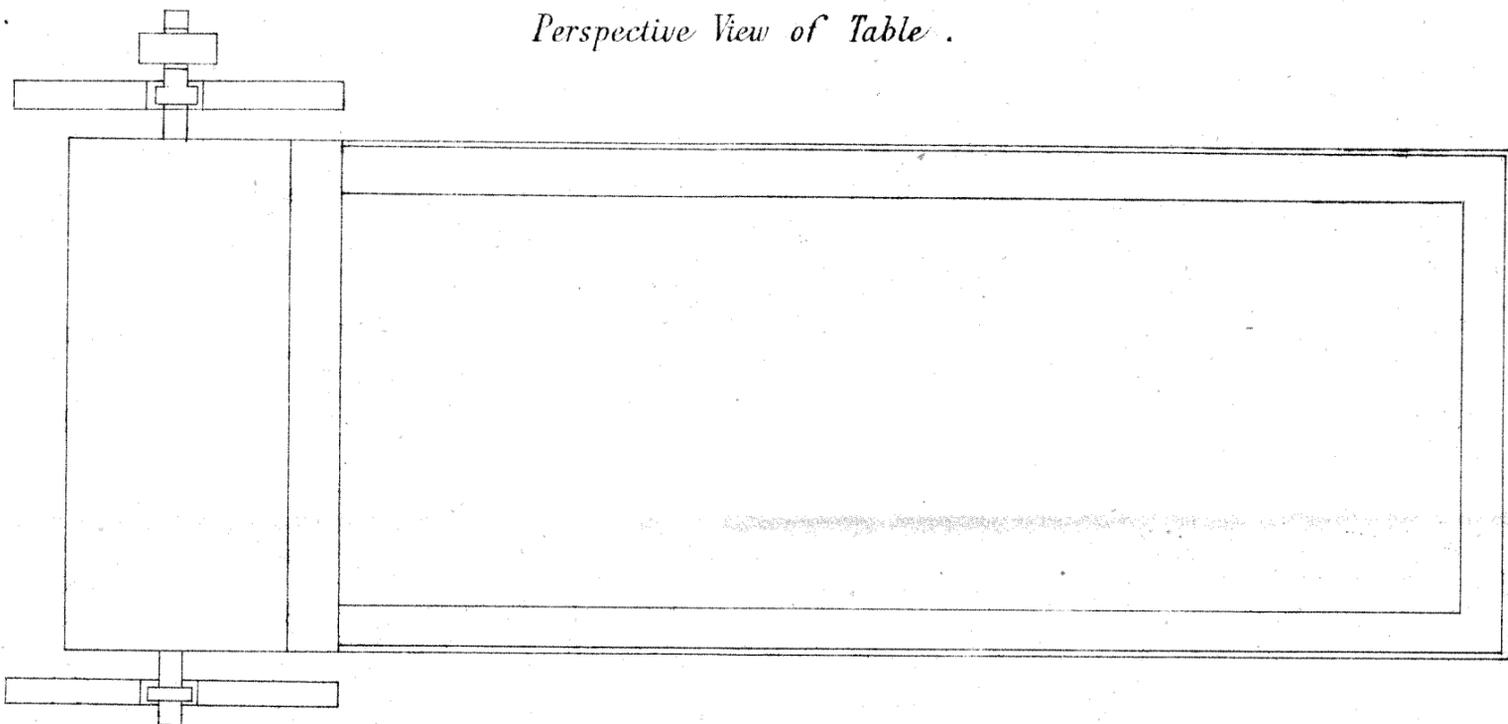
THE PRINCIPAL

UNDER SECRETARY.

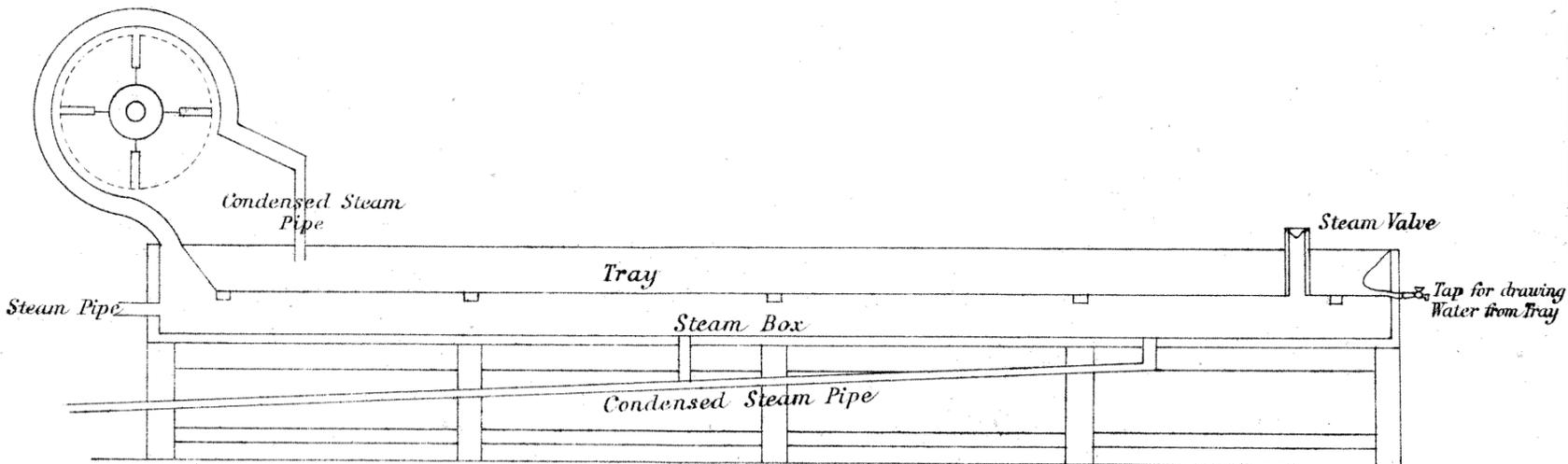
[Drawings—one sheet.]



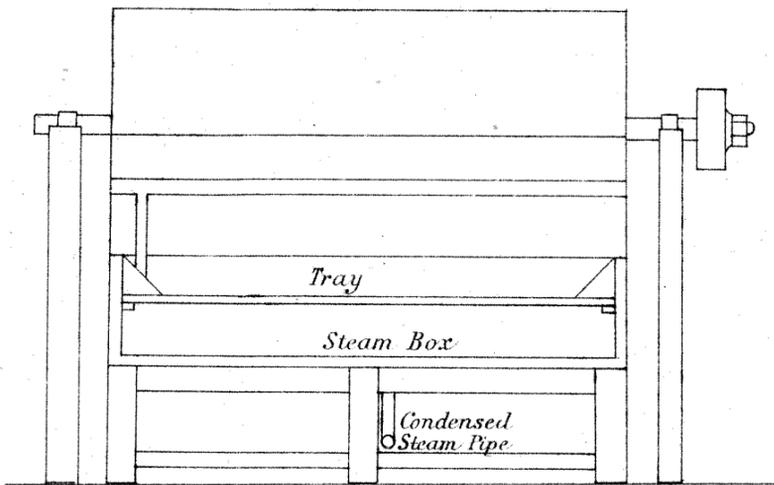
Perspective View of Table .



Plan of Table .



Longitudinal Section



Transverse Section .

*W. B. Backhouse
Architect*

(Signed) Joseph Bancroft

These are the Drawings referred to in the annexed Letters of Registration granted to Joseph Bancroft this Thirtieth day of April 1869.

(Signed) Belmore



A.D. 1869, 30th April. No. 211.

AN IMPROVED PROCESS OF PUMPING WATER.

LETTERS OF REGISTRATION to Alfred Cullen and Alfred Dale, for an
Invention of an Improved process of pumping Water.

[Registered on the 1st day of May, A.D. 1869, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a Member of Her Majesty's Most Honorable Privy Council in Ireland, Governor and Commander-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS ALFRED CULLEN, of Pymont, near Sydney, in the Colony of New South Wales, and ALFRED DALE, of Balmain, near Sydney aforesaid, have by their Petition humbly represented to me that they are the authors or designers of a certain invention or improvement in manufactures, that is to say, "Of an invention of an improved process of pumping water," which is more particularly described in the papers marked A and B, respectively, and the paper of drawings, all of which are hereunto annexed; and that they, the said Petitioners, have deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and have humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to them for a period of fourteen years: And I, being willing to give encouragement to all inventions or improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said Alfred Cullen and Alfred Dale, their executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement, for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said Alfred Cullen and Alfred Dale, their executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Alfred Cullen and Alfred Dale shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this thirtieth day of April, in the year of our Lord one thousand eight hundred and sixty-nine.

(L.S.)

BELMORE.

An improved process of pumping Water.

(A.)

CULLEN & DALES' Australian Mining and Squatters' Pump.

THE Australian Mining and Squatters' Pump has already undergone tests, and has proved itself, in those tests, capable of becoming one of the greatest benefactions ever invented, effecting a saving in power of over 50 (fifty) per cent.; is always in working order, as there is no packing required.

It is all metal, as shown by the diagram; the apparatus is submerged, and then by means of a lever, wheel, or pump-handle, a double-acting heavy piston, cast in one piece, and a double-acting iron valve within the same, without any leather valves or packing, will raise water with great ease. In working this pump the chief portion of the friction due to packing, which is set down at 33 per cent. of the power applied, is saved, the piston being so nicely turned and fitted to the chamber that it will operate to a considerable extent as an air-pump; hence when submerged in water it has a water-packing and a water-lubrication. The channels of the water coming to the centre line of the piston, cause an equal bearing on all parts thereof, and a great saving of power, as may be readily shown by closing up one of the puppet-valves II, and taking the water from one side only, as is done on pumps in ordinary use. The same effect is produced when the discharge orifice is placed upon one side as in ordinary force-pumps.

The continuous action due to a rotary-pump is here more simply and economically obtained by a plunger maintaining a constant stream without the use of an air-chamber.

It is next to an impossibility for this pump to choke; it will clear grain, dirt, gravel, &c., with perfect ease; it has been thoroughly tried in this respect.

It is applicable to ships, factories, railroads, fire-engines, gardens, general uses, and for all purposes to which water is applied.

Its advantages are—

1st.—Simplicity. The entire pump is composed of but six parts, all of cast-iron, which can be put together by any mechanic.

2nd.—Durability. From the fact that it is always submerged it is perfectly lubricated and requires no packing.

3rd.—Power. For the power applied this pump excels all others. The small size pump, with the power of one hand, has the capacity of twenty gallons per minute, and will throw a stream 70 (seventy) feet into the air.

The working capacity of the largest size pump by use of steam, can be brought up to 40,000 (forty thousand) gallons per minute.

4th.—Cheapness. For economy this pump exceeds all others, its first cost being less than that of any other force-pump of the same capacity; and being less both in size and weight there will be a great saving in transportation.

This pump requires no repairs, and can only wear out by fair wear and tear.

Its uses—

1st.—For a house-pump. The smallest size pump is sufficient for all family purposes; placed in a well or cistern water may be conveyed to every room in a common-sized house.

2nd.—For a farm-pump, windmill, or drive-wheel irrigation, and all purposes connected therewith; watering stock, sheep-washing, &c., &c.

This pump can be placed in running streams, ponds, lagoons, &c., and water conveyed to any required distance or taken from any depth. For sheep-washing it will be found invaluable, as it will not only give the supply of water, but will throw a large jet of water direct from itself, thereby doing away with tanks, &c., now used.

3rd.—For a ship-pump. For ship purposes, either as a bilge-pump simply or for washing decks, it is superior to any now used. From its simplicity, as a bilge pump it will be found entirely free from choking, and will clear grain, dirt, stones, &c., with perfect ease, and from its great power would do incalculable service in the event of leakage; this having been tried by attempting to choke it with large pieces of coal, stone, wood, &c., and it could not be choked; there is no clapper to get off as in the present ship's pumps. No packing, no drawing of boxes to clear the clapper; and it is placed below freezing point.

4th.—For a factory or engine-pump, or for breweries, or for pumping hot liquors, it can be made of composition, which will not be effected by any liquid; it can also be used for pumping coal tar for testing boilers, and for pumping boiling water into boilers. A No. 3 was tested pumping linseed oil with the following results:—

181 gallons thrown up 17 feet and 15 feet lead in 4½ minutes.
1,033 do. do. 35 do.

5th.—For a fire-engine. With the use of hose every house fitted up with this pump would have its own fire-engine, thereby lessening the insurance and protecting the building.

6th.—For mining purposes. It is capable of accomplishing what is so much desired; it has been tested by being placed down a 50 (fifty) feet hole in which there was 10 feet of water, and a spring in it which fed it; it yielded a stream of water as large as a man's arm; one of the smallest size pumps drains the well completely in 6 (six) hours from the time of starting it, not only through water but clay and sand. Previously to this pump being tried, a large force-pump, and as many buckets as could be used, only succeeded in ten hours in reducing the depth of water from 10 to 9 feet, but beyond that nothing could be gained. It is capable of raising and drawing water from a claim of 1,000 feet in depth, and the amount of power to be used comparatively small to what is now used. It is also capable of bringing water from any distance out of a river or lagoon, or by sinking for it; this will be invaluable on gold fields where water is required, and also for clearing water out of claims, which can be done in a very short space of time, and with a very small amount of labour.

This is the paper marked A referred to in the annexed Letters of Registration, granted to Alfred Cullen and Alfred Dale this thirtieth day of April, 1869.

BELMORE.

(B.)

An improved process of pumping Water.

(B.)

DESCRIPTION OF DIAGRAMS.

The sectional view.

WHEN the barrel D is raised as shown, the valve C is also raised, admitting water as shown by the arrow; at the same time the puppet-valves II have seated themselves on the lower aperture, so that the water from the chamber B may pass, as shown by the arrow at F, into the barrel D; on the return stroke the barrel D, with the piston E, which are cast in one piece, drops, forcing the water from the chamber A by the puppet-valves II being raised to their seats on the upper aperture, and closing C; the valve C is at the same time raised, allowing the chamber B to be filled; this peculiar arrangement of the puppet-valves II gives a solid head piston each way of the stroke. No. 1 shows how the leverage is obtained, making the labour less and the power greater. No. 2 is a back view of the same. No. 3 shows the valves CC, with guards to prevent choking. No. 4 shows how it can be used for garden purposes with hose. No. 5, pump at work, clearing or raising water from a well or claim.

This is the paper marked B referred to in the annexed Letters of Registration, granted to Alfred Cullen and Alfred Dale this thirtieth day of April, 1869.

BELMORE.

REPORT.

Sydney, 10 March, 1869.

Sir,

The application of Messrs. Alfred Cullen and Alfred Dale for Letters of Registration for an "Improved process of pumping water," having been referred to us, we have the honor to report that we have examined the plan and specification accompanying the same; we have also inspected one of the pumps, and have seen it at work, and we see no objection to Letters of Registration being granted as desired.

We have, &c.,

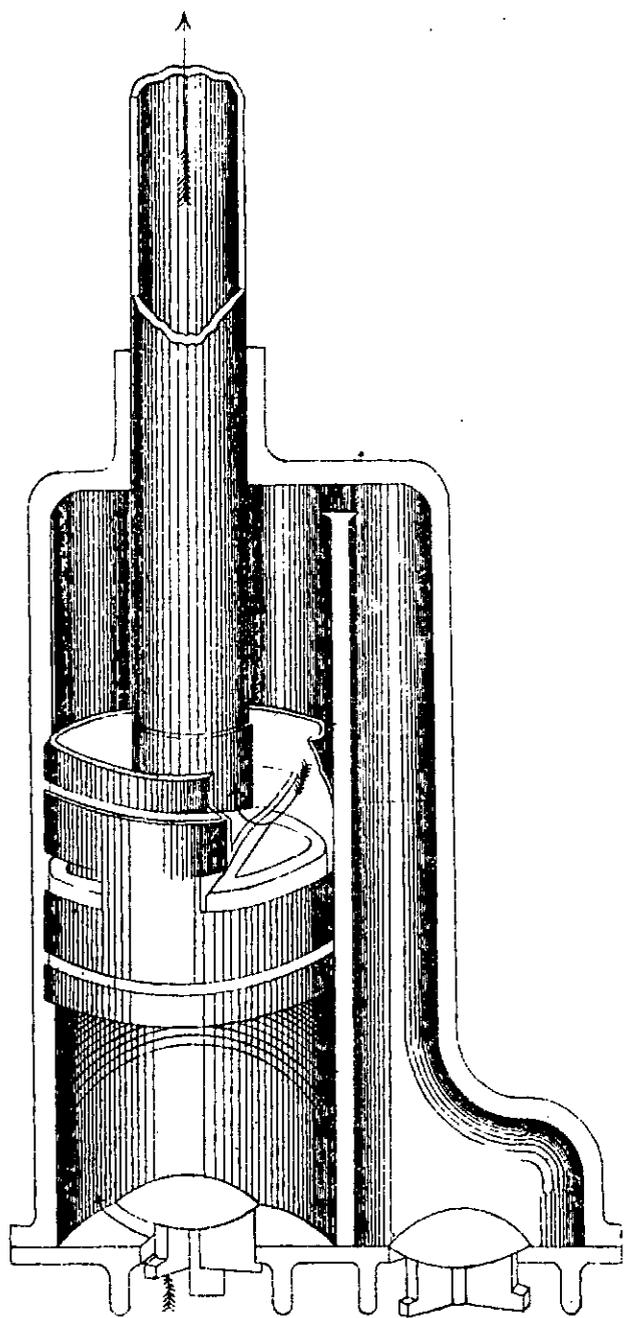
THE PRINCIPAL
UNDER SECRETARY.

JAMES BARNET.
EDWARD BELL.

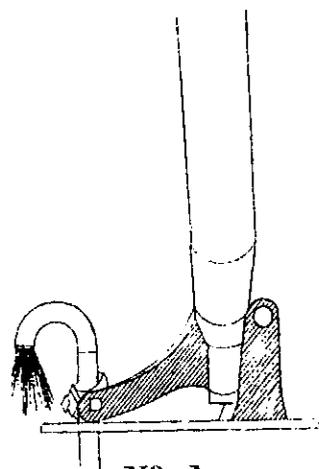
No. 112.

[Assignment of No. 195. See page 193 of this Return.]

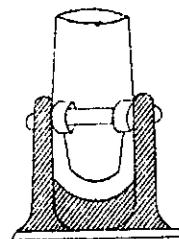
[Drawings—one sheet.]



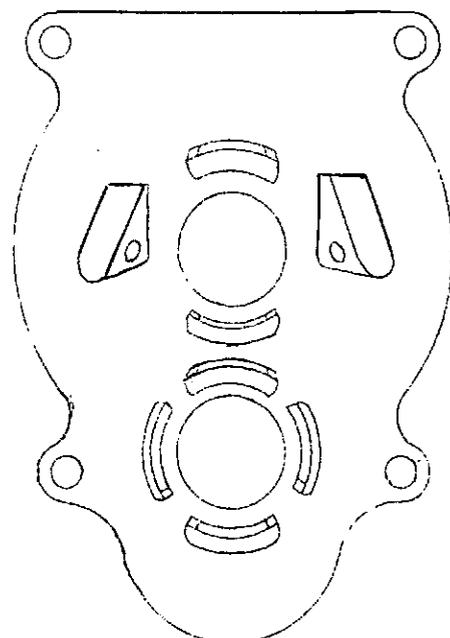
SECTIONAL VIEW



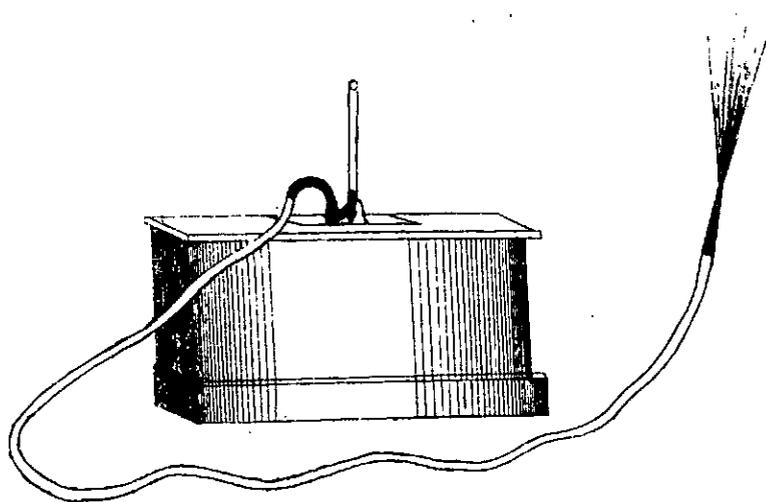
Nº 1



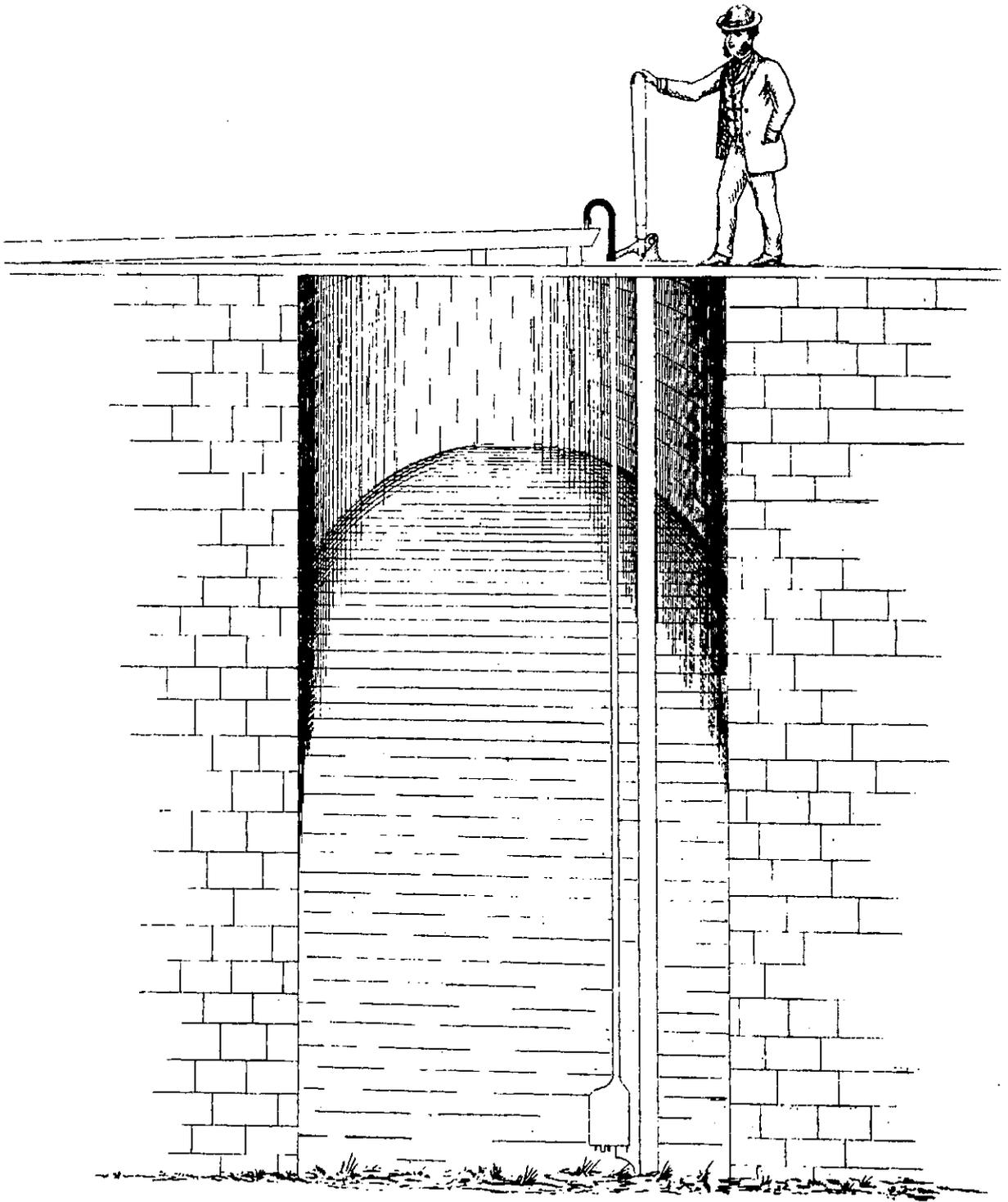
Nº 2



Nº 3



Nº 4



Nº 5

*This is the Paper of Drawings referred to in the annexed Letters of Registration
granted to Alfred Cullen and Alfred Dale the Thirtieth day of April 1863
(Signed)
Belmore*



A.D. 1869, 17th June. No. 213.

IMPROVEMENTS IN APPARATUS FOR WASHING ORES, &c.

LETTERS OF REGISTRATION to William Thompson Rickard and William Carne Paul, for improvements in Apparatus for washing Ores and other matters, and the separation of the Metals contained therein, or combined therewith.

[Registered on the 18th day of June, A.D. 1869, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a Member of Her Majesty's Most Honorable Privy Council in Ireland, Governor and Commander-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting:

WHEREAS WILLIAM THOMPSON RICKARD, assayer, and WILLIAM CARNE PAUL, mining engineer, both of the City of London, in England, have by their Petition humbly represented to me that they are the authors or designers of a certain invention or improvement in manufactures, that is to say, "Of an invention for improvements in apparatus for washing ores and other matters, and the separation of the metals contained therein, or combined therewith," which is more particularly described in the specification and sheet of drawings which are hereto annexed; and that they, the said Petitioners, have deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to them for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said William Thompson Rickard and William Carne Paul, their executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement for and during the

Improvements in Apparatus for washing Ores, &c.

term of fourteen years from the date hereof,—to have, hold, and exercise unto the said William Thompson Rickard and William Carne Paul, their executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said William Thompson Rickard and William Carne Paul shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this seventeenth day of June, in the year of our Lord one thousand eight hundred and sixty-nine.

(L.S.)

BELMORE.

TO ALL TO WHOM THESE PRESENTS SHALL COME:

Be it known that we, WILLIAM THOMPSON RICKARD, assayer, and WILLIAM CARNE PAUL, mining engineer, both of the City of London, in that part of the United Kingdom of Great Britain and Ireland, called England, have invented certain "Improvements in apparatus for washing ores and other matters, and the separation of the metals contained therein or combined therewith"; and we do hereby declare that the following is a full and exact description thereof:—

Our said invention consists in the construction of certain apparatus, by means of which pulverized ores and other substances and materials may be washed, and the metal or metals contained therein or combined therewith separated by the process of amalgamation in a rapid and effectual manner.

The external portion of the machine or apparatus consists of a trough or receptacle, having by preference a semicircular or semicylindrical bottom, the same being provided, if desired, when the apparatus is to be used for amalgamation, with a recess or channel at the lowest part thereof for the reception of the mercury or amalgam employed in or resulting from the use of the apparatus.

In the trough or receptacle thus constructed is placed a screw, formed of copper or other metal or metals, or metallic alloy or alloys, the same being arranged in suitable bearings, either vertically, horizontally, or diagonally, as may be desired, and being capable of revolving continuously in one direction, or of having the motion thereof reversed by means of any motive or driving power. The blade of the screw is so mounted upon its spindle or axis that only a space of from one to two inches or thereabouts is left between the several surfaces of which the thread of the screw is composed, a larger extent of surface being thus obtained than in any of the machines for similar purposes in which screws have been employed. The blade of the screw may be conveniently constructed by taking a sufficient number of plates formed of the metal or metallic alloy employed, each of such plates having a hole or aperture in the centre thereof. The plates are respectively slit or cut from the central hole or aperture to the edge, so that the same can be bent in such manner that when fixed on metallic collars or washers furnished with suitable inclined grooves for the reception of the edges of the central holes or apertures, and the edges of the consecutive plates respectively connected by means of rivets or otherwise, a perfect screw thread may be formed, this portion of the apparatus being completed by mounting the collars for washers on a central spindle or axis, which is capable of being fixed and arranged in the trough or receptacle, as before mentioned. The blade of the screw may, if desired, be formed with perforations therein, the object of such perforations being to assist in the agitation of the substances under treatment, and the more effectual distribution and submission of every portion thereof to the washing or amalgamating processes for which the apparatus is employed. The several portions of the blade or thread of the screw are strengthened, whilst at the same time the objects of the apparatus are facilitated, by passing bars of iron, either galvanized or otherwise, longitudinally through the same, from one end of the screw to the other.

The surfaces of the blade or thread of the screw, when the apparatus is to be employed for the separation of the precious metals from the substances with which they may be combined, are amalgamated with mercury, or, if the blade or thread of the screw is formed of iron, or other metal, the surfaces thereof may be galvanized or coated with any other suitable metal or metals calculated to assist in the process, and the coated surfaces, afterwards amalgamated with mercury. For such purposes the trough or receptacle is also supplied with the mercury requisite for amalgamation, an outlet cock being provided for the removal of the amalgam, when desired. Outlet cocks may be also placed at any desired part or parts of the trough or receptacle, for the purpose of drawing off the liquid contained therein, together with the impurities or substances which may be thereby held in suspension.

The ores or other substances which it is desired to submit to the operation of the apparatus are introduced into the trough or receptacle by means of any suitable appliances as well understood.

Upon the screw being caused to revolve the substances which have been introduced into the trough or receptacle are agitated to the desired extent, whilst they are readily carried forward from one end thereof to the other by the operation of the blade of the screw.

Instead of one screw only being placed in the trough or receptacle, two screws may be placed therein, and arranged so as to revolve in contrary directions, and two or more troughs or receptacles may be combined when large quantities of materials are to be operated upon.

We will now refer to the annexed drawings, from which the nature and arrangement of the apparatus before described will be more clearly understood.

Figure 1 represents the trough or receptacle with the side thereof removed, and showing the screw in elevation. Figure 2 is a plan view of the apparatus, and figure 3 is a section through the line AB in figure 1. Figure 4 represents one of the plates of which the screw is formed, showing the central hole or aperture, and the slit by means of which the plate is bent or deflected. Figure 5 shows the washer with the inclined groove for the reception of the plate; and figure 6 a piece of metal of a trough or groove-like form, by which the edges of the respective plates may be connected.

Having

Improvements in Apparatus for washing Ores, &c.

Having thus declared and ascertained the nature of our said invention, and the manner in which it is to be performed, we would observe, in conclusion, that we do not claim the several separate and distinct parts of the apparatus hereinbefore described as being of our invention, but what we consider novel and original, and therefore claim, is—

The combination and arrangement of parts and mechanism for the purposes aforesaid, substantially as hereinbefore described and set forth, or any mere modifications thereof.

In witness whereof we, the said William Thompson Rickard and William Carne Paul, have hereunto set our hands and seals this twenty-second day of December, in the year of our Lord one thousand eight hundred and sixty-eight.

W. T. RICKARD. (L.S.)
W. C. PAUL. (L.S.)

Witnesses—

E. P. H. VAUGHAN,
54, Chancery-lane, London.

W. D. GARDNER,
1 & 2, Great Winchester-street Buildings, London.

This is the specification referred to in the annexed Letters of Registration, granted to William Thompson Rickard and William Carne Paul this seventeenth day of June, 1869.

BELMORE.

REPORT.

Sydney, 11 May, 1869.

SIR,

The application of Messrs. Rickard and Paul for Letters of Registration for "Improvements in apparatus for washing ores and other matters, and the separation of the metals contained therein, or combined therewith," having been referred to us, we have the honor to report that we have examined the specification and drawings accompanying the same, and see no objection to the issue of Letters of Registration, as prayed for.

We have, &c.,

J. SMITH.
P. L. CLOETE.

THE PRINCIPAL
UNDER SECRETARY.

[Drawings—one sheet.]

Fig. 1

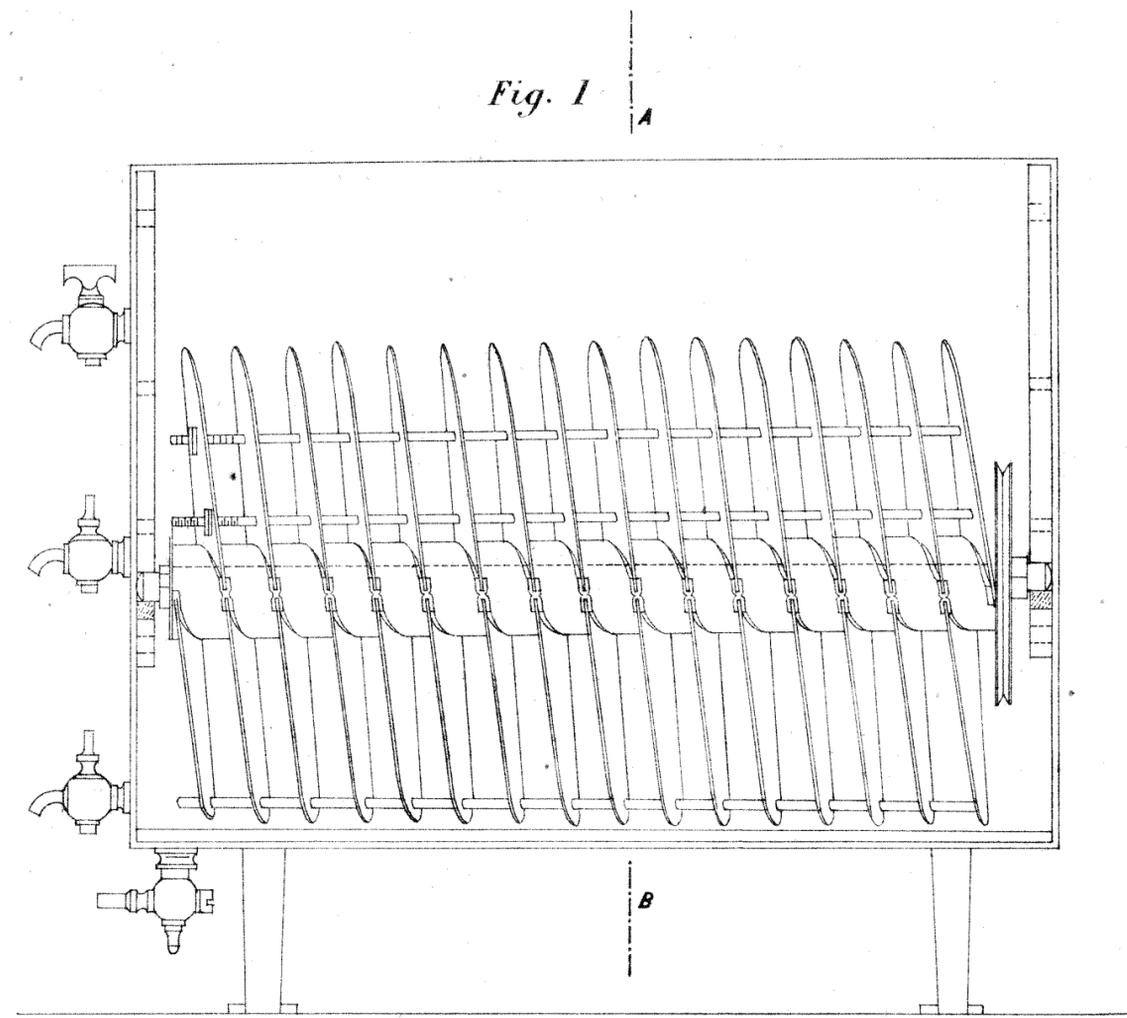


Fig. 3

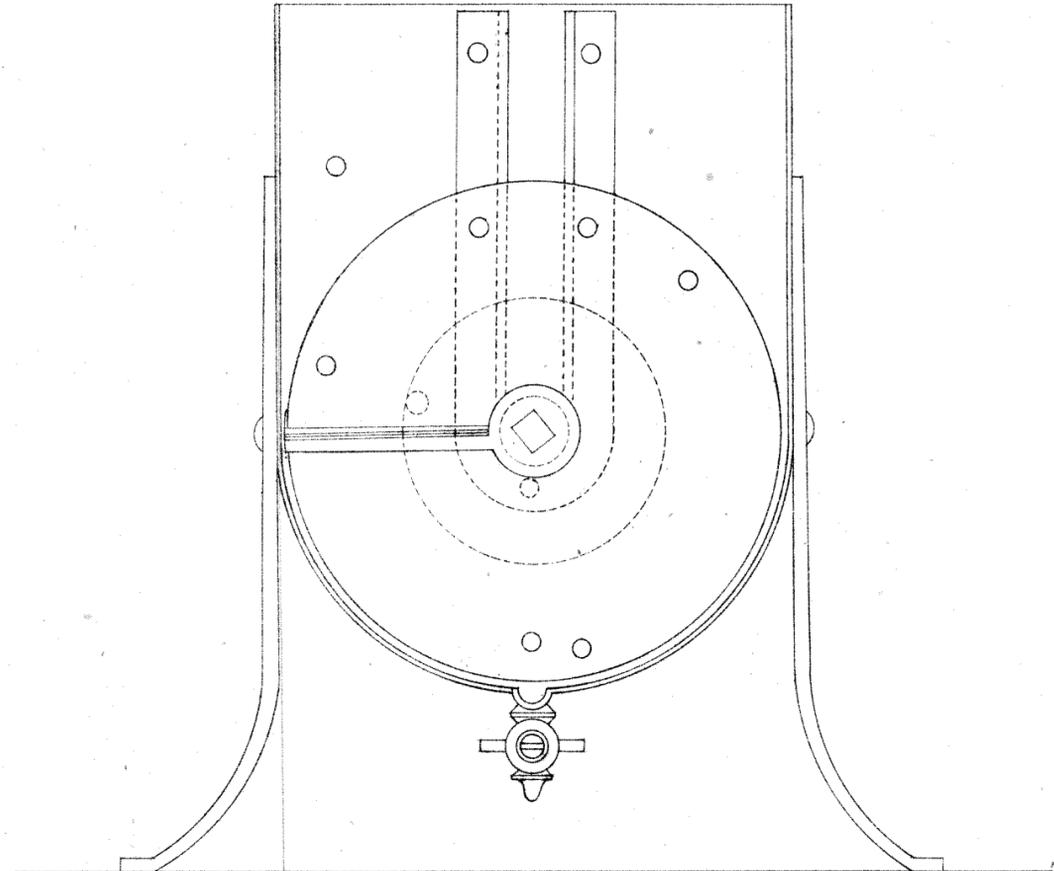


Fig. 2

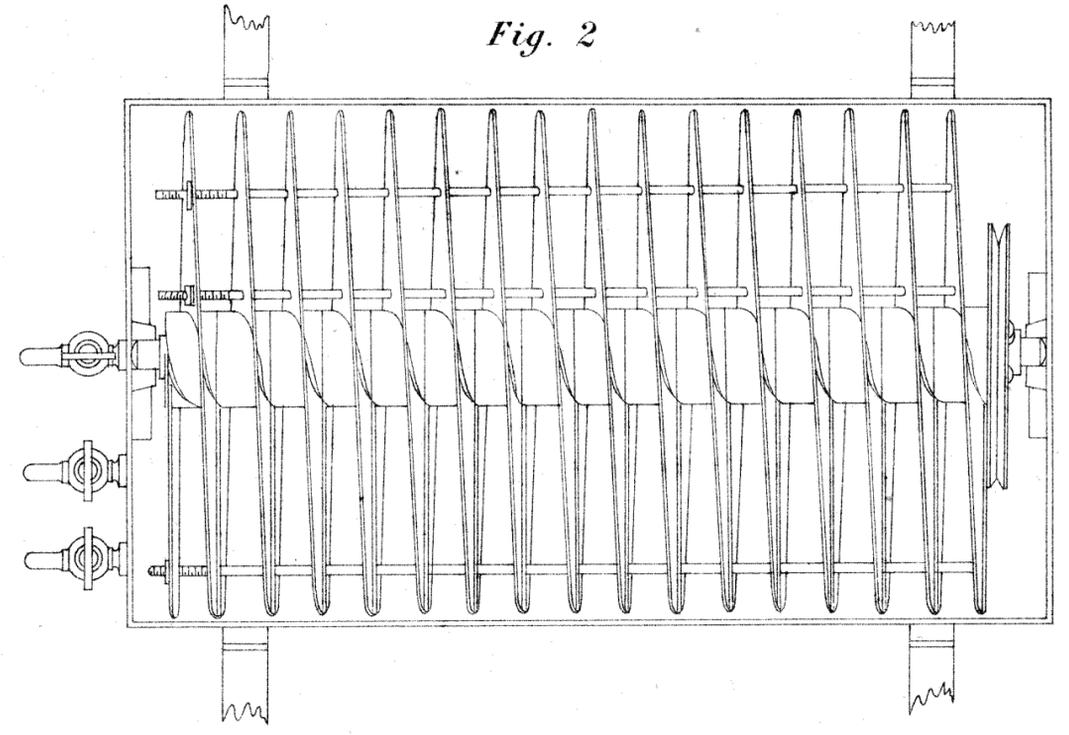


Fig. 4

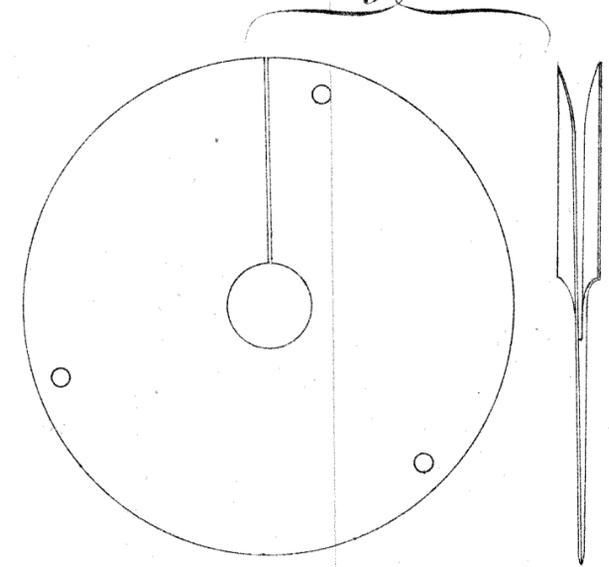


Fig. 5

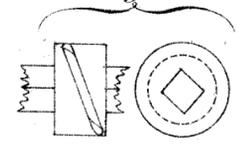
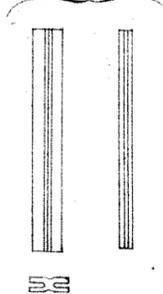


Fig. 6



This is the Sheet of Drawings referred to in the annexed Letters of Registration granted to William Thompson Rickard and William Carne Paul this Seventeenth day of June 1869.

(Signed) Belmore.



A.D. 1869, 17th June. No. 214.

PRESERVING THE CARCASSES OR SKINS OF ANIMALS, &c.

LETTERS OF REGISTRATION to Josiah Vincent Lavers, for an Invention for preserving the carcasses or skins of animals recently killed, in a fresh condition, without the flesh or skins coming in contact with any liquid or solid substance to ensure their preservation.

[Registered on the 18th day of June, A.D. 1869, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a Member of Her Majesty's Most Honorable Privy Council in Ireland, Governor and Commander-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS JOSIAH VINCENT LAVERS, of Sydney, in the Colony of New South Wales, blacking and ink manufacturer, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, "Of an invention for preserving the carcasses or skins of animals recently killed in a fresh condition, without the flesh or skins coming in contact with any liquid or solid substance to ensure their preservation," which is more particularly described in the specification which is herunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said Josiah Vincent Lavers, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement, for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said Josiah Vincent Lavers, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Josiah Vincent Lavers shall not, within three days after the granting of these Letters of Registration, register the same in the proper office of the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void:

In witness whereof I have herunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this seventeenth day of June, in the year of our Lord one thousand eight hundred and sixty-nine.

(L.S.)

BELMORE.

Preserving the carcasses or skins of Animals, &c.

SPECIFICATION of JOSIAH VINCENT LAVERS, of Sydney, in the Colony of New South Wales, blacking and ink manufacturer, and patentee of Lavers' registration ink in the United Kingdom of Great Britain and Ireland, of an invention for preserving the carcasses or skins of animals recently killed, in a fresh condition, without the flesh or skin coming in contact with any liquid or solid substance to ensure its preservation.

Now know ye, that I, the said Josiah Vincent Lavers, do hereby declare the nature of the said invention and in what manner the same is to be performed, to be particularly described and ascertained by the following statement, that is to say:—

I hang up the carcasses or skins of animals recently killed in an apartment perfectly air-tight. I then introduce into the said apartment sulphurous acid gas and carbonic acid gas, or carbonic oxide in combination, by means of a due proportion of sulphuric acid and wood-charcoal, heated in a retort and conveyed by a pipe to the apartment containing the carcasses or skins. The flesh, as well as the bone, rapidly absorbs the sulphurous acid, and becomes the base of sulphite. The carbonic acid gas or carbonic oxide drives out all atmospheric air as well from the meat or skins as from the apartment in which they are hung. The process should be continued until a sufficient pressure is obtained to ensure the perfect absorption of these gases by the meat or skins. This may be ascertained, either by a weighted valve on the top of the apartment, or by allowing the process to continue a few minutes after a candle becomes extinguished on being held over a vent-hole on the top. The carcasses or skins thus treated become the base of sulphite, and will keep fresh when re-exposed to the air.

The proportion I use of sulphuric acid and wood-charcoal is eight pounds weight of the former to one pound weight of the latter, but the proportion of charcoal may be increased.

This operation may be performed by the meat or skins being placed in a cask or in any other strong vessel impervious to air, and on any scale either a single joint or skin, or an unlimited number of carcasses or skins.

Having described the nature of the said invention and in what manner the same is to be performed, I declare that what I claim and desire to secure by Letters of Registration is:—

The using of the meat itself as a base for the reception, absorption, and retention of sulphurous acid, as well as the expulsion of all atmospheric air from the meat or skins, and from the apartment, cask, or vessel containing the meat or skins by means of compressed carbonic acid gas or carbonic oxide, or of both the said gases, or oxide and gas in combination.

J. V. LAVERS.

Dated in Sydney, this twentieth day of April, A.D. 1869.

This is the specification referred to in the annexed Letters of Registration, granted to Josiah Vincent Lavers this seventeenth day of June, 1869.

BELMORE.

REPORT.

Sydney, 12 May, 1869.

SIR,

The application of Mr. J. V. Lavers for Letters of Registration for an "Invention for preserving the carcasses or skins of animals recently killed, in a fresh condition," having been referred to us, we have the honor to report that we have examined the specification accompanying the same, and see no objection to Letters of Registration being granted as desired.

We have, &c.,

THE PRINCIPAL
UNDER SECRETARY.

J. SMITH.
CHAS. WATT.



A.D. 1869, 18th June. No. 215.

IMPROVEMENT IN THE MANUFACTURE OF WINDOW-BLINDS.

LETTERS OF REGISTRATION to John Tracey, for an Improvement in the manufacture of Venetian Window-blinds.

[Registered on the 21st day of June, A.D. 1869, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a Member of Her Majesty's Most Honorable Privy Council in Ireland, Governor and Commander-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting:

WHEREAS JOHN TRACEY, of Brisbane, in the Colony of Queensland, window-blind manufacturer, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, "Of an invention or improvement in the manufacture of Venetian window-blinds," which is more particularly described in the specification and plan which are hereunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expence of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four, and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said John Tracey, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement, for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said John Tracey, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said John Tracey shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this eighteenth day of June, in the year of our Lord one thousand eight hundred and sixty-nine.

(L.S.)

BELMORE.

Improvement in the manufacture of Window-blinds.

SPECIFICATION of Venetian Window-blind, invented by John Tracey, of Brisbane, Queensland.

THIS invention consists of having a brass chain fixed to the edges of the bottom lath, and to the edges of the other laths, by means of brass rings and staples, and passing over rollers let into the top rail of the blind, thereby avoiding the necessity of piercing each lath with two holes, through which the cord passes, and doing away with the use of tapes, thus rendering the blind more durable than those made upon the present principle, as is more clearly shown by the plan, section, and elevation hereto annexed.

This is the specification referred to in the annexed Letters of Registration, granted to John Tracey this eighteenth day of June, 1869.

BELMORE.

REPORT.

Department of Public Works,
Fitzroy Dock Branch,
Sydney, 13 May, 1869.

SIR,

We do ourselves the honor to return to you the enclosures transmitted under your B.C. communication of the 10th instant, and to report that having had under consideration the petition of Mr. John Tracey, of Brisbane, for Letters of Registration for an "Improvement in the manufacture of Venetian window-blinds," we recommend that Letters of Registration be granted to Mr. John Tracey, in terms of his petition, specification, and drawing.

We have, &c.,
GOTHER K. MANN
JAMES BARNET.

THE PRINCIPAL
UNDER SECRETARY.

[Drawings—one sheet.]

*Plan, Section and Elevation of
Venetian Window Blind invented by John Tracey,
Window Blind Manufacturer, Brisbane, Queensland.*

TOP RAIL (PLAN)

Pulley over which Raising Line passes to other side of Blind as shown by black line

Roller over which Brass Chain passes

Roller for Brass Chain

Pulleys for Raising Line to pass over

Roller over which Brass Chain passes

Top Rail

SECTION

Shewing position of Laths when shaded, also position of Brass Chain

Shading Line

Raising Line

Laths to edges of which Brass Chains are fixed

Brass Chain fixed to edges of bottom Lath and to edges of Laths by Brass Rings and Staples and passing over Rollers let into Top Rail as shown on Plan.

Bottom Lath

ELEVATION

Raising Line secured to bottom Lath passing through Laths and over Pulleys as shown on Plan of Top Rails

Bottom Lath to which Brass Chain is secured on edges.

SCALE . 1 INCH TO 1 FOOT.

This is the Plan referred to in the annexed Letters of Registration granted to John Tracey this Eighteenth day of June 1869.

(Signed) Belmore



A.D. 1869, 5th July. No. 216.

THE AUSTRALIAN REFRIGERATING AND FREEZING APPARATUS.

LETTERS OF REGISTRATION to Eugene Dominique Nicolle and Thomas Sutcliffe Mort, for an Invention intituled "The Australian Refrigerating and Freezing Apparatus."

[Registered on the 5th day of July, A.D. 1869, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a Member of Her Majesty's Most Honorable Privy Council in Ireland, Governor and Commander-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS EUGENE DOMINIQUE NICOLLE and THOMAS SUTCLIFFE MORT, of Sydney, in the Colony of New South Wales, have by their Petition humbly represented to me that they are the authors or designers of a certain invention or improvement in manufactures, that is to say, "Of an invention intituled The Australian Refrigerating and Freezing Apparatus," which is more particularly described in the specification and plan which are hereunto annexed ; and that they, the said Petitioners, have deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four ; and have humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to them for a period of fourteen years : And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, and pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said Eugene Dominique Nicolle and Thomas Sutcliffe Mort, their executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement, for and during the term of fourteen years from the date hereof,—to have, hold, and exercise, unto the said Eugene Dominique Nicolle and Thomas Sutcliffe Mort, their executors, administrators, and assigns, the exclusive enjoyment and advantage thereof for

The Australian Refrigerating and Freezing Apparatus.

and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Eugene Dominique Nicolle and Thomas Sutcliffe Mort shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this fifth day of July, in the year of our Lord one thousand eight hundred and sixty-nine.

(L.S.)

BELMORE.

TO ALL TO WHOM THESE PRESENTS SHALL COME, we, EUGENE DOMINIQUE NICOLLE and THOMAS SUTCLIFFE MORT, both of Sydney, in the Colony of New South Wales, send greeting:—

WHEREAS we are desirous of obtaining Letters Patent for securing unto us Her Majesty's special license that we, our executors, administrators, and assigns, or such others as we or they should or may at any time agree with, and no others, should and lawfully might, from time to time, and at all times during the term of fourteen years, to be computed from the day on which this instrument is left at the office of the Colonial Secretary at Sydney, make, use, exercise, and vend within the Colony of New South Wales an invention called the "Australian refrigerating and freezing apparatus"; and in order to obtain the said Letters Patent we must, by an instrument in writing under our hand and seals, particularly describe and ascertain the nature of the said invention, and in what manner the same is to be performed: Now know ye, that we, the said Eugene Dominique Nicolle and Thomas Sutcliffe Mort, do hereby declare the nature of the said invention and the manner performed to be particularly described and ascertained in and by the following statement and description, reference being had to the drawings hereunto annexed, and to the letters and figures marked thereon, which indicate the parts there referred to, and here particularly explained (that is to say):—

Avoiding the beaten path of obtaining cold by the application of Faraday's discovery of the liquefaction and subsequent gasification of ammonia and other substances, for which Patents have been taken out by Carré, Sellier, Reccé, and others, this invention simply avails of the well-known affinity that ammonia has for water, whereby, without further mechanical aid than is afforded by a peculiarly but simply constructed pump in combination with an equally simple apparatus, the whole process of producing cold is carried on, and substances are refrigerated or frozen without the necessity for any medium of transmission other than the ammoniacal liquor itself. From the above statement, and the information which follows, it will be seen that the process for which we seek protection is one of liquefaction by affinity, with the aid of slight pressure, in contra-distinction to the processes referred to of liquefaction under pressure alone.

The simplicity of the plan under which we work enables us to employ it on any scale we may desire, from the small hand apparatus for cottage use to the largest machine which can be required in any process of congelation; and, as from the absence of any material pressure the minimum amount of liability to get out of order is ensured, a machine, when once charged under ordinary care, will not require any further attention for a length of time, and then only from the consequences contingent upon the usual wear and tear incidental to the working of the pump, whilst it is always ready for action upon the power required to work the pump being put in force.

Another point of great importance is the fact that the result obtained from the working of our apparatus is a return in full of cold for power exerted, which is not the case under the old plan, on account of the waste of power in refrigerating the gas previous to liquefaction, and in the cooling of the weak liquor before reabsorption.

The beautiful law of liquefaction by pressure has led many inventors to lay hold of ammonia as an agent for refrigerating purposes, but the difficulties with which under that law the practical use of it is surrounded have prevented its fulfilling its promise, and for commercial purposes it may be said to have practically failed.

The chief impediment to success has been found in the high pressure required for the liquefaction of the gas, especially in those climates where artificial cold is most required, and where the natural temperature of the water forms but an indifferent agent for carrying off the heat generated during reabsorption.

Moreover, under the plans referred to, in order to obtain cold at all there is no choice but to exert a pressure sufficiently high to obtain the absolute liquefaction of the gas, and which, according to Faraday, at a temperature of 60° will require a power of pressure equal to 6½ atmospheres, rapidly increasing as the temperature rises, a condition which presents a formidable difficulty in the practical working of the process in the hot weather of summer, or in warm climates as above stated.

The cold obtained by the gasification of liquid ammonia is doubtless very intense, but then it must be remembered that for all ordinary purposes of useful application extreme temperatures are not required; still, as just stated, under that plan there is no option but to go to the full length of liquefaction to obtain cold at all.

By the new process, herein described, of affinity with water under moderate temperature and slight pressure, we are enabled to control the working of the apparatus, and to produce whatever degree of cold we may desire, by simply regulating the strength of the liquor we work with, and the temperature at which we pass it from the strong liquor vessel into the evaporator.

(This application we specially claim on account of its novelty, simplicity, and general usefulness.)

In addition to this, the exceedingly light specific gravity of ammoniacal gas renders it so subtle under any amount of pressure, as to make it difficult to retain in even the best constructed vessels, as it forces its way through the very metal itself, the pores of which are opened by reason of the action of the heat to which it is exposed. The mode of lubricating the pump by the weak liquor, after it has performed its

its

The Australian Refrigerating and Freezing Apparatus.

its cold producing purposes, on its passage with the gas to the strong liquor vessel, is a plan which, from its overcoming the necessity for any other lubricator, and ensuring the perfect working of the piston, will readily be appreciated by those who are compelled to work with dry gas alone, and is one which we claim especial protection for.

The consumption of fuel in heating the ammoniacal liquor in order to liberate the gas, and in pumping the refrigerating water to carry off the latent heat, in order to obtain as low a temperature as possible, so as to render the liquefaction more easy, is always a serious objection wherever fuel is costly, whilst the water itself under some circumstances is almost as costly as the fuel, owing to the large quantity required, which cannot as a rule be again made use of. Ammoniacal gas under high pressure is also exceedingly dangerous to life, whilst all the contrivances in connection with the use of it are extremely difficult of construction, owing to their great complication, and are liable to constant derangement even when manufactured in the best possible manner, whilst the difficulties of manipulation are always greatest when the powers of the machine are in the most active demand.

The Australian refrigerating and freezing apparatus, herein described, whilst it uses the same agent, viz., ammonia in solution, works under a different law, and thereby avoids the dangers and difficulties which attach to liquefaction under pressure alone, whilst it gives the fullest amount of refrigerating power which the ammonia is of itself capable of producing under any plan of application.

As already mentioned, we avail of the affinity ammonia has for water, and which, under moderate pressure, is so great, that liquefaction takes place most rapidly, thus pointing out the wondrous power of chemical affinity, which, as is well known, liquefies gases, such as hydrogen, &c.,—gases which, so far as experiments have gone, under pressure alone are incapable of liquefaction. It will thus be seen how by making use of this affinity we avoid extreme pressure, and obtain the power of producing any degree of reduction of temperature by selecting the temperature and pressure at which to work.

No heat is employed, liquefaction by the pressure of the gas itself being avoided by the substitution of a plan for mechanically mixing the gas, and by reabsorption through the affinity of gas for water under slight pressure and reduced temperature, whilst all danger from explosion or the escape of the gas is overcome, either through the ammonia itself being always in combination with water, or else under released pressure.

The slowness of liquefaction, which no pressure can hasten, except by the increase of surface (which on a large scale is both impracticable and dangerous), is also avoided by our new process, the reabsorption being enforced by the action of affinity and slight pressure as just explained.

Our plan avoids the necessity for purging the machine, that is, the removal of the stagnant liquor from the bottom of the vessels, in which under the old method gasification takes place, a most troublesome interruption to the routine of the old apparatus, and involving much loss.

Again, a common mode of applying the cold obtained by the gasification of liquefied ammonia is, by transmission through metallic conductors to gaseous or liquid media, a course involving much waste of power, as their own heat must be first extracted before they can be made available as agents for imparting cold to other bodies. The plan which is herein described possesses the great advantage of not requiring any intermediate agent, the solution following the law of liquids under evaporation, first cooling itself, is permitted to run under released pressure from the evaporator as weak liquor, at its lowest point of temperature, through pipes passing around the substances required to be refrigerated, the solution returning by gravitation (cooling the liquor in the strong liquor vessel on its way) to the entrance of the pump.

At this point the solution meets the gas from the evaporator, with which, under the law of affinity and the pressure exerted by the pump, it is thoroughly reunited, and parting with its heat in passing through a coil connected with the pump (both being immersed in a current of water) is forced as strong liquor into the strong liquor vessel. Upon entering this vessel it is further cooled by exchanging temperature with the liquor that is on the way from the refrigerating cylinder to the pump, as above alluded to, and so rendered capable of absorbing a further amount of gas, after which it is sent up by the pressure of the gas (which always exerts a force equal to the pressure exerted by the pump), to the evaporating chamber to be again evaporated, a course which is continued so long as the pump is kept working.

SPECIFICATION for sectional elevation.

A. Double-action pump, fitted into a metallic piston, composed of two rings working smoothly within the barrel of the pump, and having an inverted conical valve on one side of the piston. This valve is kept to its face by a spiral spring recessed into the piston, and which gently presses the valve against the seat.

B. Admitting slide valve working on the upper part of the pump-barrel. This valve, when opened, admits at the same time both gas and liquid into the pump.

C. Delivering slide valve, working on the lower part of the pump-barrel. This valve, when opened, allows the partly combined gas and liquid to pass under the force of the pump into the worm D, in which it is cooled, whereby a further combination of gas and liquid is induced.

D. Worm or spiral tube receiving the partly combined gas and liquid from the pump. This worm is immersed in a bath of cold water, which water is kept constantly changed in order to carry away the heat given off during the combination of the gas with the liquid. The extreme end of this worm leads into a vessel called the "strong liquor vessel," into which, by the pressure exerted in the pump, the contents of the worm are delivered through the small holes with which the end of the worm is perforated.

E. Strong liquor vessel, surrounded with any good non-conductor. This vessel receives the combined liquor and gas from the pump through the worm D, and is made sufficiently strong to resist the working pressure. It is fitted internally with a metallic coil, tin being the metal preferred for such coil.

F. Metallic coil fitted in the interior of the strong liquor vessel. Through this coil the cool weak liquor passes on its way from the evaporator to the admitting slide valve B, imparting its reduced temperature to the liquor contained in the strong liquor vessel, thereby enabling the strong liquor to be further saturated with the gas under the action of pressure and reduced temperature.

G.

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G. Feed-pipe for supplying the evaporator with concentrated liquor, and which, for the purpose of controlling the admission of the strong liquor into the evaporator, is fitted with an index and regulator. This feed-pipe may, or may not be, perforated at its end. By preference we use the perforated pipe, so as to cause the liquor to be minutely divided, in order to increase its surface, thereby facilitating the evaporation of the gas.

H. Evaporator, made hermetically tight, surrounded by any good non-conductor, and fitted with evaporating dishes fixed round the centre well, each dish having a perforated overflow-tube a little below the level of its edge in order to compel the liquor to drop in a divided stream on each successive dish. By this means is insured as full an exhaustion of gas as possible from the liquid under the released pressure and reduced temperature, refrigerating as it does at the same time the well I.

I. Refrigerating well for freezing water or other substances. This well is firmly secured at the top and bottom of the evaporator, to which it forms a strong stay; if the freezing of water be the purpose sought to be effected the number of well-holes may be increased at will.

J. Overflow-pipe, leading the refrigerated exhausted liquor to the coil, through which it passes on its way to the entrance of the pump for combination with the gas. The cooling or freezing of anything may be effected by forming a connection with this overflow-pipe at K and K', the refrigerated exhausted liquor being made to circulate in tubes through or around vessels or rooms of any shape; or the same object may be attained by the liquor being made to flow in, around, or through any confined vessel, the liquor in all cases transmitting to the objects to be cooled or frozen the reduced temperature it obtained by the evaporation of the gas in the evaporator. The weak liquor may also be made available for cooling any gaseous or liquid media, which may be employed to transmit reduced temperature.

KK'. Flange connections, to connect the flow of refrigerated weak liquor with any room, apparatus, vessel, or substance, requiring to be cooled or frozen.

L. Delivery-pipe, leading the weak liquor to the admitting slide valve B after its refrigerating power has been made use of, when it is in readiness to receive, through affinity and the action of the pump, the gas which is to regenerate its cooling force in the evaporator.

M. Crank-shaft for working the pump and cams, receiving its motion from manual, steam, or any other source of power.

NN'. Slotted cams, opening and shutting the slide valves B and C. These cams are fitted on the crank-shaft M.

OO'. Fast and loose pulley keyed on to the crank-shaft, the fixed pulley transmitting the motion; the loose one serving for the stoppage of the machine when required.

PP. Upright standard, supporting the evaporator H, and receiving the journals of the crank-shaft M.

Q. Evaporating pipe, connecting the evaporator with the admitting slide valve B, and supplying the pump with gas.

R. Gauge, indicating the released pressure in the evaporator.

R'. Gauge, indicating the pressure in the strong liquor vessel.

S. Level gauge, showing the quantity of strong liquor.

T. Water-tank.

U. Pipe (with regulating cock) to convey the water for refrigeration to the tank T.

V. Discharge pipe for waste water.

Having described the various parts of the machine, and the purposes for which they are intended, it now remains to describe the mode of charging the same with the solution of ammonia, and to explain the results obtained.

In constructing every part of the machine which may be liable to come in contact with the ammonia, it is imperative that the following metals should be used, viz., iron (cast or wrought), steel, lead, or tin, avoiding copper, zinc, brass, or any of their alloys, as they are immediately acted upon by the ammonia and soon destroyed, whilst the first-named metals are not affected.

The regulator G is provided with a second stop-cock (not seen on the plan) branching out and underneath the first, and leading into the perforated feed pipe close to its connection with the evaporator. To this cock a flexible tube is fixed, and the regulator G being shut the evaporator is now in connection with this tube and subjected to the action of the pump. A vessel, containing a solution of ammonia of the specific gravity of .880, or stronger if the external temperature will permit, is placed near the machine, and the opposite end of the flexible tube is placed in it so as to reach nearly to the bottom.

The level-gauge S having the trying-cock (which is in line with the glass tube) opened, and the bottom stop-cock next to the strong liquor vessel closed, the top cock next the strong liquor vessel is opened, and a free passage thereby effected between the cock next the regulator G and the trying-cock. The trying-cock should be provided with a flexible tube also, perforated at the end, and which end should be immersed in a vessel containing cold water.

The machine is now ready to be charged. On applying power to the fixed pulley O the pump A is set in motion,—the slide valve B being opened by the motion of the slotted cam N. A suction is thus caused into the evaporator H, and the solution of ammonia placed in the vessel before alluded to passes up the flexible tube and is discharged into the first evaporating dish, which, on its being filled, overflows on to the second, and so on, until the whole are filled.

The action of the pump is continued, and the solution first filling the lower part of the evaporator overflows into the coil F, through which it passes by the slide valve B into the pump, from whence it is forced by the action of the pump through the worm D into the strong liquor vessel E, the pump being kept in motion until the liquor in the strong liquor vessel rises to the level indicated by the level-gauge. This level will be ascertained by first shutting the top cock and then the trying-cock, and then opening the cock at the bottom of the strong liquor vessel; and the vessels once charged the cocks so remain.

A gauge, placed at the base of the evaporator, showing a few inches above and below the level of the overflow pipe J, will be found convenient as a guide in charging, whilst a cock at the bottom of this gauge will be of value for drawing off any liquor with which the machine may be overcharged.

It

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It will be seen by the description of this operation that the whole of the atmospheric air which filled the apparatus has been expelled, and if any ammoniacal gas should have followed the air it will have been detained in the water placed under the trying-cock. The machine being thus charged the pump is again set in motion, and the following effect takes place:—The pump, on its downward stroke, releases the pressure in the evaporator by causing a suction of the ammoniacal gas evolved from the solution down the pipe Q, which gas is driven by the pump through the coil D into the strong liquor vessel E, wherein a pressure is soon indicated by the gauge R¹, and a corresponding release of pressure shown in the evaporator by the gauge R. When the proper quantity of gas has been extracted from the evaporator, and which is ascertained by the gauges remaining stationary, the regulator G is to be opened sufficiently to feed the evaporator, and to maintain a fixed level of liquor in the strong liquor vessel, which is effected by the pressure of the gas upon the liquid in the strong liquor vessel. On delivering the strong liquor into the evaporator no combination of gas takes place with the liquor in the dishes, as the strong liquor has already been saturated to the full extent of its capacity under the then pressure and the then reduced temperature. On release of pressure the gas contained in the strong liquor is rapidly evolved, and continuously extracted by the pump.

The liquor as it overflows the dishes, and becomes colder by evaporation, first imparts its reduced temperature to the tube or tubes in the well I; secondly runs through the overflow pipe J (having by that time reached its coldest point), and after circulating around any apparatus that may be connected at KK¹, returns by gravitation to the pump at the slide valve B, where it meets with the gas returning to the same point by Q. The first combination therefore of gas and liquor takes place at the bottom of the pump before the slide-valve C opens; the second, in the coil D, under the reduced temperature imparted by the current of cold water at command. The third and last is effected in the strong liquor vessel, where a still further reduced temperature is met with, the same being imparted by the weak liquor returning through the coil F to the pump, to be again saturated with gas. The slotted cams NN¹ are so set that they open the valves B and C in the following order, viz. :—B opens at the beginning of the downward stroke, and C only opens after eight-tenths of the stroke have been performed. The latter closes immediately the piston reaches the end of the stroke, and B at the same time closes also. On the upward stroke the conical valve of the piston opens by the action of the piston, and admits both gas and liquor into the lower part of the pump-barrel, ready for the downward stroke to effect the further combination, by pressure,—the requisite quantity of gas for the next compression being extracted from the evaporator H by the downward action of the piston, as before described.

Although we have only referred to the use of a single pump in our description, of course any number of pumps may be applied; and again, although we have described slide valves only as the means of obtaining and releasing pressure, we do not abandon valves working by their own gravitation, or by springs to retain them to their seat, whatever shape they may be. We use the slide valves by preference, as they are not liable to allow dirt to lodge between the seat and the valves during their function, that being prevented by their constantly being in contact with the face. Lastly, when the lowest temperature that can be obtained by the solution of '880 has been reached, if further reduction is necessary gas alone is introduced by the second stop-cock in the manner before described, except that the vessel containing the ammoniacal solution is plunged into warm water so as to make the liquor readily give off the gas; and that the flexible gas-pipe is made gas-tight to the entrance of that vessel, and in such a manner to allow only the gas to be extracted by the action of the pump under the heat applied to the solution. By this operation the pressure indicated by the gauge R¹, which had gradually fallen as the temperature was reduced in the evaporator is now regenerated, and a further reduction of temperature is the consequence. When temperatures of a low range are desired, to obtain which as just described a further amount of gas is necessary, a vessel in the form of a tender, with the means of applying heat externally, should be attached to the machine at the branch cock, under the regulator G, as in the way hereinbefore shown. This may be continued until the liquor in the machine has attained its greatest power of saturation, and becomes nearly absolute ammonia, and this without increasing the first working pressure. The current of cold water admitted by the pipe U must be kept constantly running, so as to maintain a temperature as low as the supply of water will allow.

For emptying the machine in case of need, a stop-cock may be placed on the overflow pipe J, close to the connection flange K, and another stop-cock on the evaporating pipe Q; the liquor can then be withdrawn by the trying-cock at the bottom of the level-gauge S.¹

It will be observed that we claim, among our special claims, the particular construction of the vessel which we use as a chamber for containing articles requiring to be refrigerated or frozen, when the space afforded by the tube or tubes I is insufficient. This vessel, which would be connected at K and K¹, is made of pipes, such as gas tubing of the diameter required, and bent to the required shape of the chamber to be formed, care being taken that no obstruction is offered to the internal circulation.

This chamber we cover with calico or canvas; we then surround the whole of the chamber or vessel with a casing of wood, leaving a space between the pipes and the case of about 1½ to 2 inches, more or less. This space we fill in with substances which are non-conductors, such as calcareous soap, paraffine, wax, &c., having a melting point not below 130°. This arrangement is adapted for ships or large stores, the connection with the machine being as already described at K and K¹.

CLAIMS.

Whilst we claim the general combination of the Australian refrigerating and freezing apparatus, for all purposes in connection with the obtainment of a reduction in temperature, we especially claim—

- 1st. The peculiar construction of the evaporator H, and its position in reference to the other parts of the apparatus, whereby the flow of cold liquor is by gravitation made to perform such important functions.
- 2nd. The peculiar construction of the pump A.
- 3rd. The mode of bringing the gas and the weakened solution into contact, and into the pump.
- 4th. The particular mode of lubricating the piston of the pump by the weak liquor, as herein explained.
- 5th.

The Australian Refrigerating and Freezing Apparatus.

- 5th. The arrangement of the strong liquor vessel E, by which the cold solution on its return from the refrigerating chamber, by exchanging temperature with the liquor next to be evaporated, increases the power of the strong liquor for absorbing gas, thus converting the vessel into a reabsorber, whilst the pressure exerted by the gas therein constitutes it a self-acting pump for forcing the strong liquor up to the evaporator.
- 6th. Our plan of controlling the production of cold to any temperature we may require, by regulating the strength and temperature of the liquor with which we work.
- 7th. The mode of circulating the refrigerating liquor.
- 8th. The mode of refrigerating and freezing by the circulation of the evaporated ammoniacal liquor itself, and without the aid or intervention of any other agent or medium.
- 9th. The particular arrangement and construction of the refrigerating chamber, and its direct connection with the cold-producing agent.
- 10th. The particular mode of protecting the refrigerating chamber against the infiltration of heat.

E. D. NICOLLE.
THOS. S. MORT.

This is the specification referred to in the annexed Letters of Registration, granted to Eugene Dominique Nicolle and Thomas Sutcliffe Mort this fifth day of July, 1869.

BELMORE.

R E P O R T .

Sydney, 2 June, 1869.

SIR,

The application of Messrs. Nicolle and Mort for Letters of Registration for an invention called "The Australian refrigerating and freezing apparatus," having been referred to us, we have the honor to report that we have examined the drawing and specification accompanying the same, and see no objection to the issue of Letters of Registration as prayed for.

We have, &c.,

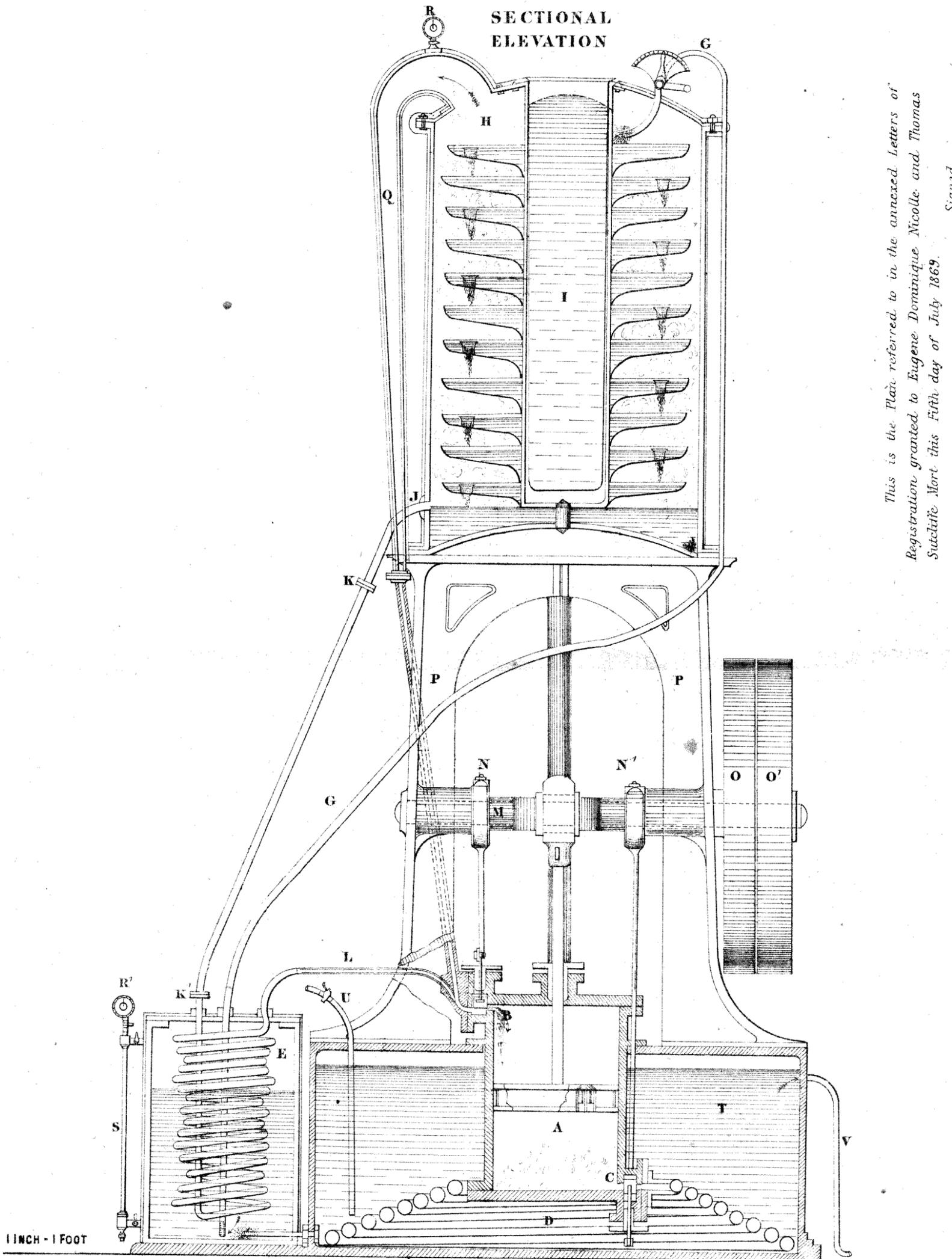
THE PRINCIPAL
UNDER SECRETARY.

J. SMITH.
D. C. DALGLEISH.

[Drawing—one sheet.]

(COPY)

Nicolle and Mort's Australian Freezing Machine.



This is the Plan referred to in the annexed Letters of
 Registration granted to Eugene Dominique Nicolle and Thomas
 Sutcliffe Mort this Fifth day of July 1869.

Signed Belmore.

Plan referred to in the foregoing Specification herewith annexed

E. Nicolle
Th. Sutcliffe Mort



A.D. 1869, 23rd July. No. 217.

IMPROVED GAS-BURNER.

LETTERS OF REGISTRATION to Wilhelm Vett, for an Invention of an improved Gas-burner.

[Registered on the 24th day of July, A.D. 1869, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a Member of Her Majesty's Most Honorable Privy Council in Ireland, Governor and Commander-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting:—

WHEREAS WILHELM VETT, formerly of Copenhagen, Denmark, but now of the "Paragon Hotel," Circular Quay, in the City of Sydney, in the Colony of New South Wales, civil engineer, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, "Of an invention of an improved gas-burner," which is more particularly described in the specification and diagram which are hereunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of twenty pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said Wilhelm Vett, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement, for and during the term of fourteen years from the date hereof,—to have, hold, and exercise unto the said Wilhelm Vett, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Wilhelm Vett shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this twenty-third day of July, in the year of our Lord one thousand eight hundred and sixty-nine.

(L.S.)

BELMORE.

Improved Gas-burner.

SPECIFICATION.

THE object of the improved gas-burner constructed by me is to effect a saving in gas, and by the smaller consumption thereof to produce the same strength of light as produced by the consumption in using the old burners. This saving is effected by the gas passing through a smaller burner into a large pipe or vessel before it is burnt, and when the gas pressure is too strong there is a self-acting plate or valve to regulate the supply of gas.

The annexed diagram shows—A the common burner, B a $\frac{3}{8}$ inch thick brass pipe, in which the gas extends after having passed through the lower burner C; D is the self-acting plate. The proportion between C and A is as follows:— $\frac{1}{3}$, 1, 2, 3, 4 feet for the lower burner will be equal to 2, 3, 4, 6, 8 feet for the upper burner, and the saving by my process is thus from 25 feet to 40 feet.

WM. VETT.

This is the specification referred to in the annexed Letters of Registration, granted to Wilhelm Vett this twenty-third day of July, 1869.

BELMORE.

REPORT.

Sydney, 2 July, 1869.

SIR,

The application of Mr. Wilhelm Vett for Letters of Registration for an "Improved gas-burner" having been referred to us, we have the honor to report that we have examined the specification and drawing accompanying the same, and have also had specimens submitted to us by Mr. Vett, and we see no objection to Letters of Registration being granted as desired.

We have, &c.,

J. SMITH.

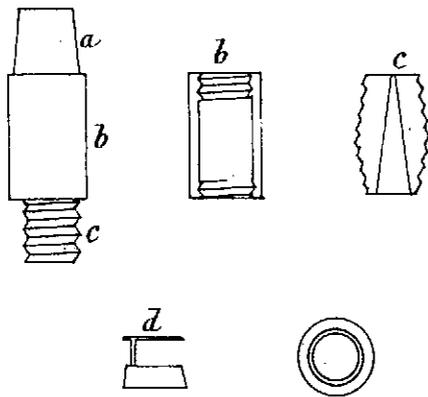
E. C. CRACKNELL.

THE PRINCIPAL
UNDER SECRETARY.

[Drawings—one sheet.]

Nº 217

DIAGRAM



(Signed)

A handwritten signature in cursive script, appearing to read 'W. Vett'.

This is the Diagram referred to in the annexed Letters of Registration granted to Wilhelm Vett this Twenty third day of July 1869.

(Signed: Belmore)

1870.

NEW SOUTH WALES.

CROWN LANDS.

(DEDICATED TO RELIGIOUS AND PUBLIC PURPOSES.)

Presented to Parliament, pursuant to Act 25 Vict., No. 1, sec. 5.

ABSTRACT of Crown Lands authorized to be dedicated to Religious and Public Purposes, in accordance with the 5th section of the Act 25 Victoria, No. 1.

Place.	County.	Allotment.	Section.	Locality.	Area.	To what Purpose Dedicated.
Araluen	St. Vincent ...	Portion 411		Parish of Araluen, at the northern corner of John M'Donald's portion 391 of 2 acres	a. r. p. 2 0 0	Public School. Ms. 70-564.
Bateman's Bay	Do.	Portion 56		Parish of Bateman, at Bateman's Bay ...	2 0 0	Do. Ms. 69-1437.
Batlow	Wynyard ... ..	.....	.....	Parish of Batlow, on the road from Upper Adelung to Reedy Flat.	7 2 0	General Cemetery. Ms. 69-5686.
Barraba	Darling ... ..	.....	.....	Parish of Barraba	7 2 0	Do. Ms. 70-310.
Bega	Auckland ... ..	.....	.....	Parish of Bega	17 0 0	Market Reserve. Ms. 69-6349.
Braidwood	St. Vincent ...	20	5	Town of Braidwood	0 2 0	Public School. Ms. 69-6406.
Bonshaw	Arrawatta ...	1, 9, & 10	6	Village of Bonshaw	1 2 0	Wesleyan Church and Minister's Residence. Ms. 69-8632.
Budawang	Do.	Portion 80		Parish of Budawang	2 0 0	Public School. Ms. 70-868.
Cobborah	Lincoln ... ..	.....	.....	Parish of Cobborah, near Cobborah ...	7 2 0	General Cemetery. Ms. 70-1114.
Coila	Dampier	18, 19, & 20	2	Town of Coila	1 2 0	Church of England Church and Parsonage. Ms. 69-6622.
Coolamigal	Roxburgh ... ..	.....	.....	On the western side of a road from Mitchell's Creek to Palmer's Oak Creek.	1 0 6	Church of England Burial-ground. Ms. 69-6644.
Do.	Do. ... ..	.....	.....	Do. do. do.	0 3 24	Roman Catholic Burial-ground. Ms. 69-6644.
Do.	Do. ... ..	.....	.....	Do. do. do.	1 0 26	Presbyterian Burial-ground. Ms. 69-6644.
Do.	Do. ... ..	.....	.....	Do. do. do.	0 3 24	Wesleyan Burial-ground. Ms. 69-6644.
Condoublin	Cunninghame ...	1, 2, & 3	20	Town of Condoublin	1 1 32½	Church of England Church and Parsonage. Ms. 69-6403.
Corowa	Hume ... ..	.....	.....	Parish of Corowa, near Corowa	7 2 0	General Cemetery. Ms. 69-6032.
Crookwell	King	1, 2, & 10	5	Town of Crookwell	1 2 0	Primitive Methodist Church and Minister's Residence. Ms. 69-5786.
Cudal	Ashburnham ...	.....	.....	Parish of Cudal, near Cudal	7 2 0	General Cemetery. Ms. 69-6402.
Darkwater Creek	Macquarie ... ..	.....	.....	Parish of Kempsey, near Darkwater Creek	2 0 0	Public School. Ms. 69-5274.
Do.	Do. ... ..	.....	.....	Parish of Kinchela, on Darkwater Creek ...	1 2 0	Wesleyan Church and Minister's Residence. Ms. 70-778.
Deniliquin	Townsend ... ..	.....	.....	Parish of South Deniliquin	120 0 0	Public Recreation. Ms. 70-1388.
Dubbo	Lincoln ... ..	.....	.....	At Dubbo, adjoining the appropriation of 5 acres for hospital.	2 2 16	Addition to site for Hospital. Ms. 70-586.
Five Docks, Parramatta River.	Cumberland ...	.....	.....	Parish of Concord, at Five Docks, on the Parramatta River.	0 0 7	Site for Wharf. Ms. 69-3462.
Forbes	Ashburnham ...	.....	.....	Parish of Forbes, at Forbes	1 0 0	Public School. Ms. 69-6616.
Four-mile Creek	Goulburn	Portion 8		Parish of Forest Creek, on Main Southern Road.	2 0 0	Do. Ms. 69-6332.
Five Docks, Parramatta River.	Cumberland ...	.....	.....	Parish of Concord, at Five Docks, Parramatta River.	0 0 25	Site for Wharf. Ms. 69-3462.
Germanton	Goulburn ... ..	.....	.....	Parish of Germanton, Town of Germanton.	1 2 0	Presbyterian Church and Manse. 70-1112.
Glebe	Cumberland ...	Portions 15 & 17		At Grose Farm, on the Old Parramatta Road.	0 1 30½	Site for Borough Council Hall. 66-14235.
Gooloogong	Forbes	Portion 48		Parish of Gooloogong	2 0 0	Public School. Ms. 69-5962.
Goulburn	Argyle	13, 14, 15, 16, to 22.	41	City of Goulburn	2 1 19	Water Supply and Market Reserve. 70-1059.
Graham	Bathurst ... ..	.....	.....	Parish of Graham, on the road from Blayney to Lucknow.	1 2 0	Church of England Church and Parsonage. 70-1710.
Grafton	Clarence ... ..	.....	.....	At the intersection of north-west side of Queen-street with the western side of Oliver-street, City of Grafton.	1 0 0	Site for a Synagogue. Ms. 69-2528.
Grenfell	Monteagle	6B	17	Town of Grenfell	0 0 12	School of Arts. Ms. 69-2466.
Do.	Do.	1, 2, & 10	7	Do.	1 2 0	Church of England Church and Parsonage. Ms. 69-1870.
Gunning	King ... ..	.....	.....	Parish of Gunning, at Gunning	2 0 0	Public School. Ms. 69-5917.
Guyong	Bathurst ... ..	.....	.....	Parish of Guyong, at Guyong	2 2 0	Do. Ms. 70-578.
Do.	Do.	Part of 15		Parish of Colville, at Guyong	1 2 0	Church of England Church and Parsonage. Ms. 70-1375.
Hexham	Northumberland	Portion 57		Parish of Hexham, on the Great Northern Railway.	1 0 0	Primitive Methodist Chapel. Ms. 70-493.
Hovell's Creek	King ... ..	.....	.....	Parish of Murrumbidgee, near Hovell's branch of Jerrawa Creek.	2 0 0	Public School. Ms. 70-521.
Huntly	Bathurst	Portions 288 & 239		Parish of Huntly, on the road from Benerec Lagoon to Spring Hill.	1 2 0	Wesleyan Church and Minister's Residence. Ms. 69-5432.
Kangaloon	Camden ... ..	.....	.....	Parish of Kangaloon	1 2 0	Church of England Church and Parsonage. Ms. 70-2474.
Kempsey (West)	Dudley	Portion 145		Parish of Yarravel	180 0 0	Recreation Reserve. Ms. 70-287.

Place.	County.	Allotment.	Section.	Locality.	Area.	To what Purpose Dedicated.
Kiamma	Georgiana ... ..	.....	.....	Parish of Kiamma, on the southern side of a road at the north-western corner of portion 107.	a. r. p. 1 1 13	Public School. Ms. 69-6329.
Kinchela	Macquarie ... ..	.....	.....	Parish of Kinchela, on Kinchela Creek ...	2 0 0	Do. Ms. 69-5275.
Lansdowne River	Do.	9 & 7	1	Within the Village Reserve, Lansdowne River.	1 2 0	Church of England Church and Parsonage. Ms. 69-5135.
Do.	Do. ... ..	.....	.....	Near the Village Reserve, Lansdowne River	8 3 0	General Cemetery. Ms. 69-5134.
Lismore	Rous ... ..	.....	.....	Parish of Lismore	305 0 0	Addition to Permanent Common, in lieu of land selected by P. M'Donald. Aln. 70-6424.
Long Cove (Parramatta River). Do. do.	Cumberland ... ..	.....	.....	Parish of Concord, at the Sisters' Rocks, Long Cove. Do. do. do.	0 0 29 0 0 35	Public landing-place. Ms. 69-3462. Do. do.
Lowe	Phillip	Portion 44	.....	Parish of Hawkins, near Lowe	1 0 0	Church of England Church. Ms. 70-1815.
Lowther	Westmoreland	Portion 84	.....	Parish of Lowther, on the southern boundary-line of J. Woods' 1,280 acres.	20 0 0	Public School. 70-1262.
Maclean	Clarence	5, 6, & 7	5	Village of Maclean	1 2 5	Wesleyan Church and Minister's Residence. Ms. 70-1413.
Molong	Wellington ... ..	.....	.....	Parish of West Molong, near Molong ...	640 0 0	Permanent Common. Ms. 69-3142.
Moorwatha	Caira ... ..	.....	.....	Parish of Moorwatha	7 2 0	General Cemetery. Ms. 69-6033.
Mount Cooper	Wellesley ... ..	.....	.....	Parish of Tivy, at Mt. Cooper	7 2 0	Do. Ms. 70-29.
Nanima	Murray	Portion 55	.....	Parish of Nanima, at the south-east corner of D. Webster's conditional purchase of 110 acres.	2 0 0	Public School. Ms. 69-6350.
Newtown Road	Cumberland ... ..	.....	.....	On the Newtown Road, between Codrington-street and the Newtown Toll-bar.	5 0 0	Site for Deaf, Dumb, and Blind Institution. Ms. 70-4022.
Newcastle	Northumberland ... ..	.....	.....	City of Newcastle	0 8 0	Presbyterian Church and Manse. Ms. 69-6020.
Nundle	Parry	1	30	Town of Nundle	2 0 0	Public School. Ms. 70-3287.
Paddington	Cumberland ... ..	.....	.....	Parish of Alexandria, at Paddington ...	abt. 9 3 0	Public Recreation. Ms. 70-837.
Palmer's Island	Clarence ... ..	.....	.....	Parish of Taioumbi, on Palmer's Island ...	2 0 0	Public School. Ms. 69-5422.
Parramatta North	Cumberland ... ..	.....	.....	At the junction of the southern side of Bellevue-street with the north-east side of Castle-street.	11 8 26	Public Recreation. Ms. 70-2059.
Perth	Bathurst	2, 8, & 9	14	Parish of Apsley, at Perth	1 2 0	Church of England Church and Parsonage. Ms. 69-6647.
Quialigo	Argyle	Portion 62	.....	Parish of Quialigo	2 0 0	Public School. Ms. 70-308.
Robertson	Camden	1 & 2	14	Village of Robertson	2 0 0	Do. Ms. 69-6617.
Shadforth	Bathurst	Portions 219 & 220	.....	Parish of Shadforth	1 2 0	Wesleyan Church and Minister's Residence. Ms. 69-5431.
Stony Creek	Wellington ... ..	.....	.....	Parish of Ironbarks, near Stony Creek ...	7 2 0	General Cemetery. Ms. 69-3354.
Sydney	Cumberland ... ..	.....	.....	Parish of St. James, City of Sydney ...	0 1 16	Extension to Grant for St. Mary's Cathedral. S.G. 65-17167.
Do.	Do. ... ..	.....	.....	At intersection of Pitt and Gipps streets, Sydney.	0 0 36	Grammar School in connection with Christ Church. Ms. 70-2577.
Tannabutta	Wellington	Portions 68 & 69	.....	Parish of Tannabutta, near Mudgee ...	1 2 0	Wesleyan Church and Minister's Residence. Ms. 70-1746.
The Gap	King ... ..	.....	.....	Parish of Mundoonan, at the Gap, on the Main Southern Road.	2 0 0	Public School. Ms. 69-6331.
Tumbarumba	Tumbarumba	Portions 21, 22, 24, & 25	.....	Parish of Tumbarumba	111 2 0	Recreation Ground. Ms. 69-503.
Tumut	Wynyard ... ..	.....	.....	Parish of Tumut, on the Tumut River ...	109 0 0	Public Recreation. Ms. 70-1062.
Do.	Do. ... ..	.....	.....	Do. do. do.	148 0 0	Permanent Common. Ms. 70-1061.
Uralla	Sandon	Portion 219	.....	Parish of Uralla, at Uralla	2 0 0	Addition to Public School. Ms. 69-4346.
Do.	Do.	Portion 35	.....	Do. do. do.	1 3 13	Public School. Ms. 69-2566.
Walla Walla	Humo ... ..	.....	.....	Parish of Walla Walla, at the north-east corner of portion 12, of 150 acres.	7 0 31	General Cemetery. Ms. 69-5266.
Wardell	Rous	9, 10, 11, & 12	7	Parish of Bingall, town of Wardell ...	2 0 0	Public School. Ms. 70-55.
Wellington	Wellington ... ..	.....	.....	Near town of Wellington	7 2 0	General Cemetery. Ms. 69-3907.
Wentworth	Wentworth	1 & 2	29	Town of Wentworth	1 2 0	Church of England Church and Parsonage. Ms. 69-830.
Do.	Do.	4	29	Do. do. do.	1 2 33	Public School. Ms. 70-2776.
Wilcannia	Young ... ..	.....	.....	At Wilcannia, on the Darling River ...	700 0 0	Permanent Common. Ms. 70-252.
Willawang Creek	Monteagle	Reserve from lease, No. 124	.....	Portions of Murringo and Calabash Runs...	860 0 0	Water Supply. Ms. 70-980.
Windeyer	Wellington	4 & 8	5	Town of Windeyer	1 2 0	Church of England Church and Parsonage. Ms. 69-6434.
Wingham	Macquarie ... ..	.....	.....	Town of Wingham, at the north-west corner of the appropriation for a Court House of 1 acre.	1 2 0	Roman Catholic Church and Presbytery Ms. 69-5333.
Yarramalong	Northumberland ... ..	.....	.....	Parish of Wyong, at Yarramalong	1 2 0	Church of England Church and Parsonage. Ms. 69-3078.
Yetholme	Roxburgh ... ..	.....	.....	Parish of Yetholme, at Yetholme	1 2 0	Wesleyan Church and Minister's Residence. Ms. 69-43.
Yetman	Arrawatta ... ..	.....	.....	Parish of Yetman, at Yetman	600 0 0	Permanent Common. Ms. 70-517.

1870-71.

NEW SOUTH WALES.

CROWN LANDS.

(DEDICATED TO RELIGIOUS AND PUBLIC PURPOSES.)

Presented to Parliament, pursuant to Act 25 Vict., No. 1, sec. 5.

ABSTRACT of CROWN LANDS authorized to be dedicated to Religious and Public Purposes, in accordance with the 5th section of the Act, 25 Victoria, No. 1.

Place.	County.	Allotment.	Section.	Locality.	Area.	To what purpose dedicated.		
					a. r. p.			
Adelong	Wynyard .....	.....	.....	Parish of Adelong, near Adelong.....	700 0 0	Permanent Common	Ms. 70-2062	
Armidale	Sandon .....	.....	.....	" Armidale, at Armidale	3 3 20½	Market	Ms. 70-1306	A. 43-1354
" 	" 	8, 9, & 10	5	Town of Armidale	1 0 0	Roman Catholic Church, School, & Presbytery	Ms. 71-1009	C. 384-730
Arthur	Georgiana	4 & 19	8	Village of Arthur	1 2 0	Church of England Church and Parsonage	Ms. 70-3511	C. 177-1984
Back Creek	Goulburn	Portion 58	.....	Parish of Back Creek	2 0 0	Public School	Ms. 70-1744	P. 107-1978
Bateman	St. Vincent	" 63	.....	" Bateman	2 0 0	" 	Ms. 69-4436	P. 74-1978
Bellingen	Raleigh	5 & 6	1	Parish of South Bellingen, at Bellingen	1 0 1	Wesleyan Church and Minister's Residence	Ms. 70-4718	C. 175-1984
Belmore	Georgiana .....	.....	.....	" Belmore, at the Red Ground	2 0 0	Public School	Ms. 70-4640	P. 118-1978
Bibbenluke	Wellesley	4, 5, 6, & 7	4	Village of Bibbenluke	2 0 0	" 	Ms. 69-3540	B. 1-2046roll
Bingera	Murchison	8 & 9	40	Town of Bingora	1 2 0	Roman Catholic Church and Presbytery	Ms. 70-64	C. 187-1984
Blandford	Brisbane .....	.....	.....	Warland's Creek, Page's River	400 0 0	Permanent Common	Ms. 70-2061	
Bonshaw	Arrawatta	1, 9, & 10	6	Village of Bonshaw	1 2 0	Wesleyan Church and Minister's Residence	Ms. 69-3352	C. 117-1984
Bulladelah	Gloucester	1 & 9	41	Village of Bulladelah	1 2 0	Roman Catholic Church and Presbytery	Ms. 70-1531	C. 166-1984
Brushgrove Reserve.....	Clarence	8	5	Parish of Woodford, in the Brushgrove Reserve	0 2 0	Presbyterian Church	Ms. 70-1838	C. 996-730
Bungendore	Murray .....	.....	.....	" Currandooley, near Bungendore	831 2 0	Permanent Common	Ms. 70-1658	
Cambewarra	Camden.....	Part of portion 159	.....	" Cambewarra, on the southern side of the road from Burrangarry to Broughton Creek.....	1 2 0	Presbyterian Church and Manse	Ms. 70-4699	C. 199-1984
Cargo.....	Ashburnham.....	Portions 12 & 13	.....	At Cargo.....	1 2 0	Church of England Church and Parsonage	Ms. 70-5308	C. 194-1984
Casino	Rous	16, 17, & 19	21	Town of Casino	1 2 0	Church of England Church and Parsonage	Ms. 70-405	C. 147-1984
Coila	Dampier	Portion 284	.....	Parish of Congo, at Coila.....	2 0 0	Public School	Ms. 70-4457	P. 94-1978
" 	" 	11, 12, & 13	5	Town of Coila	1 1 36	Church of England Church and Parsonage	Ms. 70-4268	C. 1-1842
Condoublin	Gipps	Portion 15	.....	On the Lachlan River, at Condoublin	640 0 0	Permanent Common	Ms. 71-27	G. 47-1871

Place.	County.	Allotment.	Section.	Locality.	Area.			To what purpose dedicated.		
					a.	r.	p.			
Cooma	Beresford	Portion	130	Parish of Cooma, at Cooma	320	0	0	Public recreation	Ms. 70-5282	B. 314-1765
Crookwell	King	1, 2, & 10	5	Town of Crookwell	1	2	0	Primitive Methodist Church and Minister's residence.	Ms. 69-5786	C. 1-1753
Dubbo	Lincoln			Parish of Dubbo, at Dubbo	7	2	0	General Cemetery	Ms. 70-4490	C. 192-1984
Dulabree	Roxburgh	Portion	17	" Dulabree	2	0	0	Public School	Ms. 69-6645	P. 84-1978
Deniliquin (South)	Townsend	7	21	Town of South Deniliquin	0	0	38½	Town Hall	Ms. 70-3308	D. 26-1458
Elrington	St. Vincent	5, 6, & 7	15	" Elrington	1	2	3	Church of England Church and Parsonage	Ms. 70-3864	E. 3-1721
Emu Plains	Cook			Parish of Strathdon	1	2	0	Wesleyan Church and Minister's residence	Ms. 70-1795	C. 25-1984
Eurobodalla	Dampier	Portion	41	Parish of Eurobodalla	2	0	0	Public School	Ms. 70-5544	P. 124-1978
Gerogery	Goulburn	5, 12, & 13	24	Village of Gerogery	1	2	0	Church of England Church and Parsonage	Ms. 70-4117	G. 1-2011
Glen Innes	Gough	Portions	118 & 119	Parish of Stonehenge, on the Beardy Waters	222	0	0	Public recreation	Ms. 71-539	G. 81-1761
Grenfell	Monteagle	5, 6, 7, 8, 9, & 10	12	Town of Grenfell	2	0	8	Public School	Ms. 70-789	G roll, 2-1952
Graham	Bathurst			Parish of Graham, at Spring Grove	1	2	0	Church of England Church and Parsonage	Ms. 70-1710	C. 162-1984
Great Marlow	Clarence			" Great Marlow, on Alumny Creek	1	2	0	"	Ms. 70-3508	C. 178-1984
Gnupa	Auckland	Portion	18	" Gnupa	2	0	0	Public School	Ms. 70-4679	P. 114-1978
Gunnedah	Pottinger			" Gunnedah, at Gunnedah	1	2	0	Wesleyan Church and Minister's residence	Ms. 70-5721	C. 198-1984
Hillend	Wellington	8	17	Village of Hillend	0	1	31½	Presbyterian Church	Ms. 70-4234	H roll, 1-1742
Huntly	Bathurst	Portion	255	Parish of Huntly	2	0	0	Public School	Ms. 70-5555	P. 123-1978
Inverell	Gough			" Inverell, on M'Intyre River	8	1	10	New England (Central) Pastoral and Agricultural Show site.	Ms. 70-5378	T. 1A-1651
Jellore	Camden			" Jellore	2	0	0	Public School	Ms. 70-4466	P. 117-1978
Jinderra	Goulburn	Portion	216	" Jinderra	2	0	0	"	Ms. 70-4783	P. 120-1978
"	"	3, 5, & 4	10	"	7	2	0	General Cemetery	Ms. 70-4784	C. 190-1984
"	"			Village of Jinderra	1	2	0	Church of England Church and Parsonage	Ms. 70-5487	J. roll, 1-2026
Kullatine	Dudley	Portion	63	Parish of Kullatine	2	0	0	Public School	Ms. 70-3029	P. 110-1978
Lawson's Creek	Phillip	"	101	" Bumberra, on Lawson's Creek	2	0	0	"	Ms. 70-4652	P. 122-1978
Lowther	Westmoreland	Portions	56 & 57	" Lowther	1	2	0	Roman Catholic Church and Presbytery	Ms. 70-5385	C. 193-1984
Lawrence	Clarence			" Lawrence, at Lawrence	2	0	0	Public School	Ms. 70-358	P. 81-1978
Maclean	"	1 & 2	25	" Taloumbi, at Maclean	8	2	22	General Cemetery	Ms. 71-32	C. 184A-1984
Menindie	Menindie			At Menindie, on the Darling River	900	0	0	Permanent Common	Ms. 70-4675	
Mogo	St. Vincent	Portions	54 & 55	Parish of Goba, at Mogo	1	2	0	Church of England Church and Parsonage	Ms. 68-2917	C. 95-1984
Molonglo	Murray	Portion	88	" Molonglo, on the road from Queanbeyan to Braidwood.	0	2	13	Church of England Church	Ms. 70-4123	C. 183-1984
Mulgunnia	Georgiana			" Mulgunnia, near Arthur	1	2	35	Public Recreation	Ms. 70-2444	A. 3-2032
Mullengullonga	Argyle			" Mullengullonga	1	2	0	Church of England Church and Parsonage	Ms. 70-3638	C. 184-1984
Nerrigundah	Dampier	1, 2, 3, & 4	8	Village of Nerrigundah	1	2	10	Public School	Ms. 70-4530	N. 8-2008
"	"	5 & 6	6	"	1	0	0	Presbyterian Church and Manse	Ms. 70-5172	N. 8-2008
Nelangelo	King			Parish of Nelangelo, on Johnny's Creek	2	0	0	Public School	Ms. 70-4881	P. 112-1978
Norway	Westmoreland	Portion	176	" Norway	2	0	0	"	Ms. 70-5386	P. 121-1978
No. 1 Swamp	Bathurst	Part of	7	" Neville, at No. 1 Swamp	1	2	0	Presbyterian Church and Manse	Ms. 70-3100	C. 170-1984
Orange	"			" Orange, on southern boundary of T. Lord's 968 acres.	14	2	26	Extension to General Cemetery	Ms. 70-2538	C. 180-1984
"	"	Part of	44	At the intersection of Lord's-place and Summer-street	0	1	0	Site for Fire Engine Station	Ms. 71-1012	
Raymond Terrace	Gloucester			Parish of Eldon, at Raymond Terrace	62	0	0	Public Recreation	Ms. 68-5242	R. 30-1000

Place.	County.	Allotment.	Section.	Locality.	Area.	To what purpose dedicated.		
					a. r. p.			
Rockley	Georgiana	5 & 6	5	Town of Rockley	1 2 0	Roman Catholic Church and Presbytery	Ms. 70-3353	C. 179-1984
Rydal	Cook			Parish of Lidsdale, at Rydal	7 0 30	General Cemetery	Ms. 69-4051	C. 144-1984
Rylstone	Roxburgh	11, 12, 13, 14, & 15.	4	Town of Rylstone	2 2 0	Market	Ms. 70-3993	R. 20-1274
"	"	Pts. 1 & 2	14		0 2 0	Temperance Hall	Ms. 71-962	
Sydney	Cumberland			Parish " Alexandria, City of Sydney, at the intersec- tion of the south side of Burton-street, with the north-west side of Victoria-street.	0 1 14	Public Recreation	Ms. 70-4414	S. 347-858
"	"	3A	84	City of Sydney, Parish of St. Phillip, in Harrington- street.	0 0 20	Presbyterian Church in connection with the Synod of Eastern Australia.	Ms. 70-496	S. 42-684
Talbragar River	Bligh	Portion	86	Parish of Nandoura, Talbragar River	2 0 0	Public School	Ms. 70-1707	P. 102-1978
Tantawanglo	Auckland	"	120	" Tantawanglo, on Tantawanglo Creek	2 0 0	"	Ms. 70-1216	P. 103-1978
St. Alban's	Northumberland			" St. Alban's, Macdonald River	3 0 22½	General Cemetery	Ms. 70-4594	C. 191-1984
Upper Tarlo	Argyle			" Upper Tarlo	2 0 0	Public School	Ms. 70-4044	P. 113-1978
Urialla	Murray	Portions	26 & 26A	" Urialla, Burra Creek	1 2 0	Roman Catholic Church and Presbytery	Ms. 70-4459	C. 188-1984
Walla Walla	Hume			" Walla Walla, at Walla Walla	7 0 31	General Cemetery	Ms. 69-5266	C. 151-1984
Wellington	Wellington			" Wellington, near Wellington	7 2 0	"	Ms. 69-3097	C. 127-1984
Wilton	Camden	2 & 3	1	" East Bargo, Town of Wilton	1 0 0	Public School	Ms. 70-4830	W. 1191A
Wombat	Harden	3, 4, & 5	3	" Wilkie, at Wombat	1 2 0	Wesleyan Church and Minister's residence	Ms. 70-1412	W. 3-2018
Wyndham	Auckland	14, 15, 16, & 17.	40	Village of Wyndham	2 0 0	Public School	Ms. 70-1011	W. roll, 1-1610
Yamba	Clarence	1 & 2	2	Parish of Yamba, Town of Yamba	0 3 34	Church of England Church and Parsonage	Ms. 70-5272	C. 197-1984
Yowaka	Auckland	Portion	27	" Yowaka	2 0 0	Public School	Ms. 70-4680	P. 115-1978
Breewarrina	Clyde	"	34	" Breewarrina	75 0 0	Recreation	Ms. 71-1041	C. 11-1828
Cootamundry	Harden	1 & 9	24	Town of Cootamundry	1 2 0	Wesleyan Church and Minister's residence	Ms. 71-242	C. 200-1984
Dungowan	Parry	Portions	69 & 68	Parish of Dungowan	1 2 0	"	Ms. 71-300	C. 203-1984
Egun (Caloola)	Bathurst			" Lowry, at Caloola	1 2 0	Church of England Church and Parsonage	Ms. 69-6648	C. 159-1984
"	"			" "	0 1 24	Mechanics' Institute	Ms. 70-5410	E. 2-2034
Narira	Dampier	Portion	71	" Narira	2 0 0	Public School	Ms. 71-516	P. 127-1978
Nowra	St. Vincent	"	115	" Nowra	2 0 0	"	Ms. 71-515	P. 126-1978
Nundle	Parry	Portions	116 & 115	" Nundle	1 2 0	Wesleyan Church and Minister's residence	Ms. 71-302	C. 202-1984
Sydney	Cumberland			At the corner of George and Hay streets, in the city of Sydney.	0 0 24	Market	Ms. 71-1235	
Pegar	Argyle			Parish of Pegar	1 2 0	Wesleyan Church and Minister's residence	Ms. 70-5622	C. 199-1984
Shadforth	Bathurst			" Shadforth	9 0 0	General Cemetery	Ms. 70-1709	C. 168-1984
Wagga Wagga	Wynyard			" Wagga Wagga, South	2 3 9	Addition to General Cemetery	Ms. 71-170	C. 207-1984
Walla Walla	Hume			" Walla Walla	7 0 31	General Cemetery	Ms. 69-5266	C. 151-1984
Wilson	Raleigh	1, 2, 3, & 4	2	Village of Wilson, parish of Bowra	1 0 0	Public School	Ms. 70-922	P. 97-1978
Wondalga	Wynyard	1	7	Town of Wondalga	0 2 0	"	Ms. 71-417	P. 125-1978

1870-71.

NEW SOUTH WALES.

CROWN LANDS.

(DEDICATED TO RELIGIOUS AND PUBLIC PURPOSES.)

Presented to Parliament, pursuant to Act 25 Vict. No. 1, sec. 5.

ABSTRACT of CROWN LANDS authorized to be dedicated to Religious and Public Purposes, in accordance with the 5th section of the Act 25 Victoria No. 1.

Place.	County.	Allotment.	Section.	Locality.	Area.	To what purpose dedicated.		
					a. r. p.		S. G.	
Avenal	Durham .....	.....	.....	On the road from Ecclestone to Gresford	1 2 0	Wesleyan Church and Minister's Residence...	Ms. 66-1067	C. 4-1984
Balgowlah	Cumberland .....	.....	.....	Parish of Manly Cove, at Balgowlah	5 0 27	General Cemetery	Ms. 71-1104	C. 143-1984
Bathurst	Bathurst .....	.....	.....	" Bathurst, on the road from Bathurst to Orange.	13 2 39½	"	Ms. 71-1008	C. 671-730
Budawang	St. Vincent	Portion 91	.....	" Budawang	1 0 0	Roman Catholic Church	Ms. 71-130	C. 214-1984
Grafton	Clarence .....	.....	135	" Great Marlow, at Grafton	10 0 0	General Cemetery	Ms. 70-2519	C. 727-730
Jerilderie	Urana	1, 2, 9, & 10	13	Village of Jerilderie	2 0 0	Public School	Ms. 71-730	P. 130-1978
Jocelyn	Westmoreland	Portions	53 & 54	Parish of Jocelyn	1 2 0	Wesleyan Church and Minister's Residence...	Ms. 71-721	C. 209-1984
Kangaloon	Camden	Portion 197	.....	" Kangaloon	2 0 0	Public School	Ms. 70-4698	P. 116-1978
Lismore	Rous	1 & 2	38	Town of Lismore	1 2 0	Presbyterian Church and Manse	Ms. 71-954	C. 213-1984
Morangarell	Bland	Portions	75 & 76	At Morangarell	1 2 0	Church of England Church and Parsonage...	Ms. 71-370	C. 204-1984
Mudgee	Wellington .....	.....	.....	Adjoining the Court House Reserve, Mudgee	0 1 0	Temperance Hall	Ms. 71-715	
Nattery	Argyle .....	.....	.....	Parish of Nattery, on the road from Goulburn to Sydney.	2 0 0	Public School	Ms. 71-936	P. 131-1978
Rylstone	Roxburgh	1 & 2	15	Town of Rylstone	1 0 0	School of Arts	Ms. 71-1621	R. 22-1274
Sydney	Cumberland	Part of 5	93	Parish of St. Philip, in Kent-street	1 1 39	Site for Ferry and Landing-place	Ms. 71-1293	C. 523-730
Tantawanglo	Auckland	Portions	143 & 144	" Tantawanglo, in the Tantawanglo Reserve...	1 2 0	Wesleyan Church and Minister's Residence...	Ms. 71-1201	C. 215-1984
Wyong	Northumberland	"	54 & 54A	" Wyong	1 2 0	"	Ms. 71-854	C. 212-1984

1870-71.

NEW SOUTH WALES.

CROWN LANDS.

(DEDICATED TO RELIGIOUS AND PUBLIC PURPOSES.)

Presented to Parliament, pursuant to Act 25 Vict. No. 1, sec. 5.

ABSTRACT of CROWN LANDS authorized to be dedicated to Religious and Public Purposes, in accordance with the 5th section of the Act 25 Victoria No. 1.

Place.	County.	Allotment.	Section.	Locality.	Area.			To what purpose dedicated.		
					a.	r.	p.			
Bourke	Cowper	3 & 4	15	Town of Bourke	1	2	0	Church of England Church and Parsonage...	Ms. 71-1432	C. 219-1984 B. 3-1821
Cowra	Bathurst .....	.....	.....	Parish of Cowra, at Cowra	7	0	0	General Cemetery	Ms. 71-1144	C. 749-730
Goulburn	Argyle .....	.....	65 & 66	City of Goulburn	9	1	2	Cattle Yards.....	Ms. 71-1000	
Guyong	Bathurst .....	.....	.....	Parish of Colville, at Guyong	7	1	39	General Cemetery	Ms. 70-5556	C. 195-1984
Houghton.....	Durham.....	.....	.....	At the intersection of Prince and Church streets, in the parish of Houghton.	1	2	0	Roman Catholic Church and Presbytery	Ms. 71-1387	C. 220-1984
Newcastle	Northumberland	151	.....	City of Newcastle	0	0	32	Primitive Methodist Minister's Residence	Ms. 71-1423	C. 218-1984
Nundle	Parry	Portion 118	.....	Parish of Nundle	0	2	0	Primitive Methodist Church	Ms. 71-1513	C. 222-1984
Panbula.....	Auckland	2	4	Town of Panbula	1	0	0	Additional for Public School	Ms. 71-1640	N. 25-1367
Teralba	Northumberland	Portion 1	.....	Parish of Teralba, on the left bank of Flaggy Creek	2	0	0	Public School	Ms. 71- 254	
Warialda	Burnett.....	9	56	Town of Warialda.....	0	2	0	Approach to Roman Catholic Church	Ms. 71-1647	C. 224-1984

1870.

NEW SOUTH WALES.

CROWN LANDS.

(RESERVED AS SITES FOR CITIES, TOWNS, AND VILLAGES.)

Presented to Parliament, pursuant to Act 25 Vict. No. 1, sec. 4.

ABSTRACT of all Sites for Cities, Towns, and Villages, declared under the 4th section of the Act 25 Victoria No. 1, during the period from 14th April to 5th September, 1870.

City, Town, or Village.	Area for City, Town, or Village.	Area for Suburbs.	Locality.	Government Gazette in which published.
Grabben Gullen ...	161 acres ...	460 acres ...	County of King, parish of Grabben Gullen, at Grabben Gullen Creek.	5 July, folio 1,442.

1870.

NEW SOUTH WALES.

CROWN LANDS.

(RESERVED AS SITES FOR CITIES, TOWNS, AND VILLAGES.)

Presented to Parliament, pursuant to Act 25 Vict. No. 1, sec. 4.

ABSTRACT of all Sites for Cities, Towns, and Villages, declared under the 4th section of the Act
25 Victoria, No. 1.

City, Town, or Village.	Area for City, Town, or Village.	Area for Suburbs.	Locality.	Government Gazette in which published.
Bellinger Village ...	28 acres ...	120 acres ...	County of Raleigh, north arm of Bellinger River.	7 Oct., 1870, fol. 2155.

1870.

NEW SOUTH WALES.

CROWN LANDS.

(RESERVED AS SITES FOR CITIES, TOWNS, AND VILLAGES.)

Presented to Parliament, pursuant to Act 25 Vict. No. 1, sec. 4.

ABSTRACT of all Sites for Cities, Towns, and Villages, declared under the 4th section of the Act 25 Victoria No. 1, during the period from 8 November to 8 December, 1870.

City, Town, or Village.	Area for City, Town, or Village.	Area for Suburbs.	Locality.	Government Gazette in which published.
Cowper	81 acres ...	92 acres.....	County of Clarence, parish of Ulmarra.....	11 Nov., fol. 2513

1870-71.

NEW SOUTH WALES.

CROWN LANDS.

(RESERVED AS SITES FOR CITIES, TOWNS, AND VILLAGES.)

Presented to Parliament, pursuant to Act 25 Vict. No. 1, sec. 4.

ABSTRACT of all Sites for Cities, Towns, and Villages, declared under the 4th section of the Act 25 Victoria No. 1, during the period between 10 February and 8 March, 1871.

City, Town, or Village.	Area for City, Town, or Village.	Area for Suburbs.	Locality.	Government Gazette in which published.
Southgate	245 acres ...	200 acres ...	Parish of Southgate, at Southgate, Clarence River.	10 Feb., fol. 323.
Puah	95 „ ...	73 „ ...	County of Wakool, parish of Speerra, at junction of Puah Creek with Murray River.	3 March, fol. 507.

1870-71.

NEW SOUTH WALES.

CROWN LANDS.

(RESERVED AS SITES FOR CITIES, TOWNS, AND VILLAGES.)

Presented to Parliament, pursuant to Act 25 Vict. No. 1, sec. 4.

ABSTRACT of all Sites for Cities, Towns, and Villages, declared under the 4th section of the Act 25 Victoria No. 1, during the period between 8 March and 6 April, 1871.

City, Town, or Village.	Area for City, Town, or Village.	Area for Suburbs.	Locality.	Government Gazette in which published.
Paramellowa.....	300 acres ...	900 acres ...	County of Courallie, at Paramellowa, on the Gwydir River.	31 March, fol. 740.

1870.

NEW SOUTH WALES.

CROWN LANDS.

(RESERVED FROM SALE UNTIL SURVEYED, AS THE SITES FOR FUTURE VILLAGES.)

Presented to Parliament, pursuant to Act 25 Vict. No. 1, sec. 4.

ABSTRACT of Crown Lands reserved from Sale until surveyed, as the Sites for future Villages, during the period from 14th April to 5th September, 1870.

No.	Locality.	Area.	Government Gazette in which the description is published.
12 & 614	County of Mitchell, on Bullenbung Creek, on the road from Wagga Wagga to Urana	About 1½ sq. m.	6 May, 1870, folio 1020
613	County of Mitchell, on the road from Wagga Wagga to Urana.....	514 acres	„ „ „
425	County of Pottinger, on the Bald Hills Run, on the road from Boggabri to Yamba, at Mount Bando	About 380 ac.	31 May, 1870, „ 1200
426	County of Pottinger, on the Bald Hills Run, at Mille Ridge, on the road from Boggabri to Yamba, on Turrabelle or Cox's Creek	265 acres	„ „ „
7	County of Murray, at Bendulluck, parishes of Wallaroo and Ginninderra, at Gooromau Creek, at the crossing of the Queanbeyan and Yass Road	640 „	24 June, 1870, „ 1381
—	Parish of Nanima, County of Murray, on the Queanbeyan and Yass Road	364 „	5 July, 1870, „ 1441
8 (Ex- tended.)	County of Bathurst, portions 24 and 25, parish of Lowry	79 „	2 Aug., 1870, „ 1626

1870.

NEW SOUTH WALES.

CROWN LANDS.

(RESERVED FROM SALE UNTIL SURVEYED, AS SITES FOR FUTURE VILLAGES.)

Presented to Parliament, pursuant to Act 25 Vict. No. 1, sec. 4.

ABSTRACT of Crown Lands reserved from Sale until surveyed, as the Sites for future Villages, during the period from 8th November to 8th December, 1870.

No.	Locality.	Area.	Government Gazette in which the description is published.
230	County of Sandon, parish of Mihi, on Salisbury Water	990 acres.....	18 November, folio 2,562
154	County of Rous, parish of Terranora, containing 640 acres, on left bank of Brady's Creek.	640 "	25 " " 2,628

1870.

NEW SOUTH WALES.

CROWN LANDS.

(RESERVED FROM SALE UNTIL SURVEYED, FOR THE PRESERVATION OF WATER SUPPLY OR OTHER PUBLIC PURPOSES.)

Presented to Parliament, pursuant to Act 25 Vict. No. 1, sec. 4.

ABSTRACT of Crown Lands reserved from Sale until surveyed, for the preservation of Water Supply or other public purposes, in accordance with the 4th section of the Act 25 Victoria No. 1, during the period from 14th April to 5th September, 1870.

No.	Locality.	Area.	Government Gazette in which the description is published.
370	County of Clarendon, on Billabong Creek, westerly extension.....	.....	20 April, 1870, fol. 879
411	County of Buckland, parish of Quirindi, on Quirindi Creek, portion 25	40 acres	" " "
96	County of Dampier, near Wapengo Creek.....	2a. 2r. (about)	" " "
97	County of Dampier, parish of Tanga, at Sandy Creek.....	10 acres "	" " "
412	County of Buckland, parish of Borambil, on Quirindi Creek, portion 29.....	70a. 2r.	" " "
307	County of Murchison, parish of Booni.....	12 acres	" " "
442	County of Harden, parishes of Wilkie and Wambat, near Wambat Creek.....	140 " (about)	" " "
7	County of Phillip, parish of Cooyal	100 "	" " "
445	County of Franklin, Marowie North Run	1,600 " (about)	3 May, 1870, " 1003
744	County of Mitchell, parish of Mangoplah, Mangoplah Run, Paper Forest Creek.....	238a. 2r. 32p. ...	6 May, 1870, " 1020
308	County of Courallie, Boonadool Waterhole, Boonadool Swamp	2 sq. m.	" " "
444	County of Bourke, at Lupton's Long Waterhole, on back part of Berembed Run	640 acres	" " "
443	County of Harden, parish of Jugiong	53 "	" " "
8	County of Durham, parish of St. Aubin's, at Stony Creek	10½ "	31 May, 1870, " 1199
413	County of Pottinger, on the Bando Plains Run, at Tamba Springs	240 "	" " "
414	County of Pottinger, on the Bald Hills Run, on the road from Boggabri to Tamba, on Turrabeile or Cox's Creek near Old Bando	120 "	" " "
415	County of Pottinger, on the Bald Hills Run, at Mille Ridge, on the road from Boggabri to Tamba on Turrabeile or Cox's Creek	160 "	" " "
416	County of Pottinger, on the Namoi River, parish of Dublida, on the Gunnedah and Narrabri Roads	220 "	" " "
417	County of Pottinger, on the Namoi River, parish of Gulligal, at the boundary of Namoi Hut and Milkengourie Runs.....	537 "	" " "
418	County of White, Namoi River, at the crossing of the Gunnedah and Narrabri Road, Tarrawan Run, at the towns of Gunnedah and Narrabri	590 "	" " "
419	County of Parry, on the Peel River, parish of Somerton, on the South Menelebrri and Bobbougullion Runs	307 "	" " "
420	County of Buckland, parish of Carroll, at Carroll	1,055 "	" " "
421	County of Parry, at Somerton, Peel River.....	1,088 "	" " "
422	County of Parry, at Bective, Peel River	896 "	" " "
423	County of Pottinger, parish of Boggabri	655 "	" " 1200
424	County of White, at Tarrawan, on the Namoi River	420 "	" " "
226	County of Gough, parish of Swanbrook, at Swanbrook	118 "	" " "
227	Do. do.	124 "	" " "
—	County of Murray, parish of Ginninderra, at the crossing of Hall's Creek by the road from Queanbeyan to Yass	472 "	14 June, 1870, " 1296
—	County of Murray, parish of Jeir, 440 acres, near Oakey Creek, on the Queanbeyan and Yass Roads	440 "	" " "
1	County of Wellington, parish of March.....	20 "	24 June, 1870, " 1381
98	County of Wellesley, parish of Maharatta, and the spring known as the Rocky Springs, Dundundra Run	90 "	" " "
446	Barralong Run, Merool Creek, at Barralong Homestead, portion 1, parish of Barralong	160 "	" " 1382
—	County of Dampier, at Galba Flat, parish of Wandellow, on the road from Yourie.....	1a. Or. 9p.....	5 July, 1870, " 1441
150	County of Rous, parish of Lismore, reserved from sale for Common at Lismore	311 acres	12 July, 1870, " 1499
745	At the north-east corner of portion 15 of 90 acres, parish of Bunggooka, portion of Moroca Run .....	.....	15 July, 1870, " 1525
746	On the Murray River, at south-east corner of Water Reserve No. 115, Moroca Run.....	.....	" " "
747	On the Edward River, at the north-east corner of M'Laurin and Sons' 160 acres, parish of Corrionolla, portion of Connallo Run...	.....	" " "
748	On the Edward River, at south-west corner of M'Laurin and Sons' 160 acres, parish of Corrionolla, portion of Connallo Run .....	.....	" " "

No.	Locality.	Area.	Government Gazette in which the description is published.
749	Commencing at a point bearing north, and distant 80 chains from north-west corner of McLaurin and Sons' 320 acres at Cornalla Home Station, Connallo Run		15 July, 1870, fol. 1525
2	County of Hunter, on the Bulga Road, at the junction of Darkey Creek with Big Darkey Creek	320 acres	2 Aug., 1870, " 1624
3	County of Hunter, on the Bulga Road, adjoining north boundary of J. Onus's 1,066 acres, Howes Valley Creek	1,114 "	" " "
4	County of Hunter, on the Bulga Road, Macdonald River, at Warren Flat	897 "	" " "
5	County of Hunter, on the Bulga Road, at Boggy Creek, Clear Farm	500 "	" " "
6	County of Hunter, on the Bulga Road, at Mellong Swamp, to include Howes Waterhole, King's Waterhole, and Stony Waterhole	600 acres	" " "
7	County of Hunter, at Six Brothers Waterhole, on the Bulga Road	214 "	" " 1625
8	County of Hunter, at Big Angorawa Swamp, Bulga Road (The Branch Road)	531 "	" " "
9	County of Hunter, at New Yards, Bulga Road, where the road branches	584 "	" " "
10	County of Hunter, at Parr's Brush and Wheelbarrow Ridge, where the Colo and Bulga Roads branch	900 "	" " "
11	County of Murray, parish of Barnet, 156 acres, at the crossing of the Goulburn and Braidwood Road over Reedy Creek	156 "	" " "
20	County of Camden, parish of Wingello, portion 27	40 "	" " "
21	County of Camden, parish of Dendrobium, near the Berrima and Dapto Road, portion 7	20 "	" " "
22	County of Camden, parishes of Yarrawa and Burrawang, at Barrengurry Creek	90 "	" " "
24	County of Camden, parishes of Sutton Forest and Bundanoon	180 "	" " "
6	County of King, parishes of Cullarin and Lerida, Lerida Creek, at the crossing of the Gunning and Collector Road	141 "	" " "
448	County of Bland, Morangarell Run, on Yeo Yeo or Bland Creek	540 "	" " 1626
750	County of Hume, parish of Walla Walla, portion 30	88 "	" " "
151	County of Clarence, parish of Clarenza, on Swan Creek	76a. 3r.	" " "
447	County of Waljeers, Toopruck Run, Tachlan River	5 sq. miles (about)	" " "
12	County of Westmoreland, at Eight-mile Swamp Creek, parish of Bolton	620 acres	" " "
153	On the Main Camp, near Dungarubba Station, on the Lismore River	640 acres (about)	10 Aug., 1870, " 1693
41	On the right bank of the Murray, Neilpo Run	800 "	" " "
310	At the north-eastern end of Baroona Waterhole, on the Gingham Watercourse	640 "	" " "
311	At the south-west corner of Bullerana Waterhole, in the Big Leather Watercourse	640 acres (about)	" " 1694
312	At the north-west corner of Bragin Waterhole, in the Goonal branch of the Big River	640 "	" " "
313	At the Big Flat on the right bank of the Bundarra or Gwydir River, on the Keera Run	200 "	" " "
314	At the Four-mile Sheep Station, Keera Run	640 "	" " "
315	Old Diamond Swamp, Keera Run	320 "	" " "
316	Aberdeen Sheep Station, Keera Run	320 "	" " "
317	At Baker's Spring Station, Keera Run	640 "	" " "
450	At Dunsford's Dam, Little Burrangong Run	320 "	" " "
451	Stony Creek Lagoon, on Little Burrangong Run	160 "	" " "
452	At Allen's Dam, Little Burrangong Run	160 "	" " "
453	At Kurrigong Dam, on the Moonboondool Run	640 "	" " "
454	At the Dam Reserve, Merool Creek, Moonboondool Run	640 "	" " "
428	On the right bank of the Mooki River, Kickerbell Run	320 "	" " "
429	Mooki River, 1½ mile east from Kickerbell Head Station, Kickerbell Run	480 "	" " "
430	At Tarrabee Hut, on the Manilla Run	360 "	" " "
431	On the left bank of Pagan Creek, 20 chains below Urie Urie Station, Pagan Plains Run	720 "	" " "
432	At Bumble Waterhole, Pockataroo Run	640 "	" " "
433	Half a mile below the junction of Pine Creek with Namoi River, Walgett Run	480 "	" " 1695
444	On right bank of Namoi River, 1 mile below Wilmer Hut and Yards, Walgett Run	320 "	" " "
752	On the left bank of Oak Creek, at its confluence with Yellow Clay Creek, Adginbilly Run	640 "	" " "
753	At the south-west corner of suburban portion 85, Urana portion of the Butherawah Run	500 "	" " "
229	Crossing-place Reserve at the Rushy Waterhole, near Malpas Head Station, Guyra East Run	160 "	" " "
13	Parish of Currandooly, on the Boro and Bungendore Road	160 "	12 Aug., 1870, " 1726
14	Parish of Majura, on the Bungendore and Queanbeyan Road, County Murray	96 "	" " "
15	Do. do. do.	220 "	" " "
20	County of Raleigh, parish of Missabotti, on North Creek	104 "	" " "
9	County of Bathurst, parish of Graham, near portions 91 and 89	4 "	19 Aug., 1870, " 1792
16	County of Murray, parish of Merigan, on the road from Goulburn, via Tarago, to Bungendore	75 "	" " "
17	Do. do. do.	90 "	" " "
18	Do. do. do.	68 "	" " "
19	Do. do. do.	172 "	" " 1793
751	County of Cairn, parish of Mamanga, portion 23	44 "	26 Aug., 1870, " 1845
345	County of Ashburnham, at the fenced-in Spring, Billabong Run	40 "	29 Aug., 1870, " 1860
346	At Belgamil Spring, on the Billabong Run	62½ "	" " "
455	At the northern corner of portion 16, in the parish of Gooloogong	42ac. 3r.	" " "
445	Parish of Moombi, on the Cockburn River	235 acres	" " "
95	County of Gough, at Swanbrook, at the Sugarloaf	640 "	" " "
456	County of Forbes, parish of Gooloogong	56 "	" " "
42	County of Menindie, at Menindie, Darling River	6,740 "	" " "

1870.

NEW SOUTH WALES.

CROWN LANDS.

(RESERVED FROM SALE UNTIL SURVEYED, FOR THE PRESERVATION OF WATER SUPPLY OR OTHER PUBLIC PURPOSES.)

Presented to Parliament, pursuant to Act 25 Vict. No. 1, sec. 4.

ABSTRACT of Crown Lands reserved from Sale until surveyed, for the preservation of Water Supply or other public purposes, in accordance with the 4th section of the Act 25 Victoria, No. 1, from the 8th October to the 7th November, 1870.

No.	Locality.	Area.	Government Gazette in which the description is published.
		a. r. p.	
24	County Camden, parish of Kangaloon, London, or Mittagong River.....	13 3 20	18 Oct., 1870, folio 2240
448	County Buckland, parish of Coorridoon, near Gunhedah	153 0 0	21 Oct., 1870, folio 2289
12	County Roxburgh, parish of Castleton	10 0 0	" "
8	County Phillip, parish of Coggan	55 3 24	" "
434	County Pottinger, parish of Premor		" "
818	Parish of Belmore, Tarcutta Creek.....	680 0 0	" "
231	County Gough, parish of Elmsmore		" "
427	Extension of County of Harden, parish of Galong	94 2 0	" "
455	County Harden, parish of Murrumboola	26 3 0	21 Oct., 1870, folio 2290
100	County Beresford, parish of Tinderry, Micaligo Creek.....	26 0 0	" "
347	County Cambedelo, at the Gold Biddie Cowl	640 0 0	" "
446	County of Pottinger, parish of Bundulla		" "
447	Do. do.		" "
12	County Brisbane, parish of Wentworth, on Coulson's Creek, at the crossing of the Merriwa and Liverpool Plains Road	32 0 0	" "
449	County Nandewar, parish of Narribri	109 0 0	" "
348	County Gordon, at the junction of Wandawandong Creek with Little River.....	61 0 0	" "
7	County of King, parish Cullarin.....	160 0 0	" "
8	County King, parish Dalton.....	106 0 0	21 Oct., 1870, folio 2291
466	County of Harden, parish Bowning	370 0 0	" "
819	On the Main Southern Road, at the south-west corner of Strachan's conditional purchase, parish of Keidjura, county of Wynyard.....	190 0 0	28 Oct., 1870, folio 2370
450	County of Nandewar, parish Weetalibah, at the Pig Ridge	259 0 0	" "

1870.

NEW SOUTH WALES.

CROWN LANDS.

(RESERVED FROM SALE UNTIL SURVEYED FOR THE PRESERVATION OF WATER SUPPLY,
OR OTHER PUBLIC PURPOSES.)

Presented to Parliament, pursuant to Act 25 Vict. No. 1, sec. 4.

ABSTRACT of Crown Lands reserved from Sale until surveyed, for the preservation of Water Supply,
or other public purposes, in accordance with the 4th section of the Act 25 Victoria No. 1, during
the period from 8th November to 8th December, 1870.

No.	Locality.	Area.	Government Gazette in which the description is published.
		a. r. p.	
458	At the Jump-up Sand Hill Well, on the road from Booligal to Wilcannia.	.....	11 November, folio 2514
457	On Waiko Run, at the site of the proposed dam, on the road from Booligal to Wilcannia.	722 2 0	" "
44	On Killfers, block O, at the Cane-grass Camp .....	.....	" "
45	At the crossing of the road from Booligal to Wilcannia, over Munahro Creek.	640 0 0	" "
5	County of Cumberland, parish of Castlereagh, at Castlereagh	about 1,500 acs.	18 November, folio 2561
8	County of St. Vincent, parish of Clyde, Cumbrulaway Creek	6 1 2½	" "
81	County of Gunderbooka, Burbin Creek	640 0 0	" "
82	County of Gunderbooka, at Gooromero Spring.....	600 0 0	" "
812	County of Wynyard, at Gilmore Creek, Rosebank Run	146 0 0	" "
754	County of Wynyard, parish of Belmore, Taroutta Creek	680 0 0	" folio 2562
17	(Extended) County of Bland, at Bland, Yeo Yeo Creek.....	715 0 0	" "
11	County of Brisbane, parish of Oxley, at the junction of Oxley Pic Creek and Middle Creek.	115 0 0	" "
10	County of Brisbane, parish of Merriwa, Worondi River	358 0 0	" "
43	At the boundary dividing the Mcilman and Turlee Runs, Murray River	540 0 0	" "
9	County of St. Vincent, parish of Bettowynd, on Telowar Creek.....	16 0 0	25 November, folio 2628
9	County of King, parish of Campton, on the road from Lachlan River to Goulburn.	6 0 23	" "
820	County of Urana, Brookong Creek, at Irvine's Dam	240 0 0	" "
821	County of Urana, on the road from Wagga Wagga to Urana, at Green's Gunyah Dam.	240 0 0	" "
822	County of Urana, on Brookong Creek, on the road from Wagga Wagga to Urana.	320 0 0	" "
232	County of Sandon, parish of Uralla, at Racecourse Lagoon	36 0 0	" "
155	County of Ross, parish of Lismore	34 3 0	" "
230	(Extension) County of Harden, parish of Mylora	90 0 0	2 December, folio 2696
761	County of Caira, parish of Mamanga, on the Murrumbidgee River	188 2 0	" "
459	County of Harden, parish of Murrumbulla, Carrawang Creek	41 0 0	" "

1870-71.

NEW SOUTH WALES.

CROWN LANDS.

RESERVED FROM SALE UNTIL SURVEYED, FOR THE PRESERVATION OF WATER SUPPLY OR OTHER PUBLIC PURPOSES.)

Presented to Parliament, pursuant to Act 25 Vict. No. 1, sec. 4.

ABSTRACT of Crown Lands reserved from Sale until surveyed, for the preservation of Water Supply, or other public purposes, in accordance with the 4th section of the Act 25 Victoria No. 1, during the period between 10th February and 8th March, 1871.

No.	Locality.	Area.	Government Gazette in which the description is published.
15	County of Argyle, parish of Nerrimunga	s. r. p. 7 0 0	21 February, folio 404
108	County of Wellesley, parish of Burnima	24 1 0	" " "
47	County of Wentworth, Murray River, at Gol Gol	600 0 0	3 March, folio 505
310	County of Stapylton, M'Intyre River, opposite Goondiwindi	640 0 0	" " "
524	County of Townsend, parishes of Wonnue, Naratoola, Tawarra, Bungooka, and Corronalla.	52 square miles	" " "
825	County of Denison, parishes of Mulwala and Turamia	s. r. p. 4,400 0 0	" " "
464	County of Harden, parish of Coppabella	180 0 0	" " "
349	County of Gordon, Wambangalong Run, at the Square Spring	40 0 0	" " "
109	County of Dampier, parish of Narira	11 3 0	" " "
110	County of Dampier, parish of Cadgungarry	13 2 0	" " "
10	County of King, parish of Dalton	1 3 24	" folio 506
463	County of Clarendon, at Old Foaling Ground, Houlaghan's Creek, Juneec Run.	320 0 0	" " "
454	County of Buckland, parish of Yarramanbah	160 0 0	" " "
155	Southern Extension, county of Wynyard, parish of Bangus .....	.....	" " "
747	County of Townsend, parish of Corronalla, Edward River .....	.....	" " "

1870-71.

NEW SOUTH WALES.

CROWN LANDS.

(RESERVED FROM SALE UNTIL SURVEYED FOR THE PRESERVATION OF WATER SUPPLY, OR OTHER PUBLIC PURPOSES.)

Presented to Parliament, pursuant to Act 25 Vict. No. 1, sec. 4.

ABSTRACT of Crown Lands reserved from Sale until surveyed for the preservation of Water Supply, or other public purposes, in accordance with the 4th section of the Act 25 Victoria No. 1, during the period between 8th March and 6th April, 1871.

No.	Locality.	Area.	Government Gazette in which the description is published.
		a. r. p.	
751	Extension county of Cairn, parish of Mamanga	188 2 0	17 March, folio 596.
350	County of Ashburnham, at Cumble Flat	8 0 0	31 March, folio 740.
111	County of Dampier, parish of Narira	16 17 0	" "
158	County of Clarence, parish of Woodford	88 0 0	" folio 741.
830	County of Urana, Urangeline Run	4 $\frac{1}{4}$ square miles	" "
10	County of Northumberland, parish of Mulbring	11 0 37	" "
828	County of Goulburn, parish of Albury	33 2 0	" "
826	County of Wynyard, Bago Run	640 0 0	" "
827	County of Goulburn, on the road from Albury to Sydney	40 0 0	" "
829	County of Hume, parish of Morven	105 0 0	" "
3	County of Macquarie, parish of Cairncross	2 2 0	" "
465	County of Bland, on Bland or Yeo Yeo Creek	18 0 0	" folio 742.
13	County of Roxburgh, parish of Hearne	640 0 0	" "

1870-71.

NEW SOUTH WALES.

CROWN LANDS.

(RESERVED FROM SALE UNTIL SURVEYED FOR THE PRESERVATION OF WATER SUPPLY, OR OTHER PUBLIC PURPOSES.)

Presented to Parliament, pursuant to Act 25 Vict. No. 1, sec. 4.

ABSTRACT of Crown Lands reserved from Sale until surveyed for the preservation of Water Supply, or other public purposes, in accordance with the 4th section of the Act 25 Victoria No. 1, during the period between 12th April and 12th May, 1871.

No.	Locality.	Area.			Government Gazette in which the description is published.
		a.	r.	p.	
455	County of Pottinger, on the Breeza and Gunnedah Road	1,250	0	0	18 April, 1871, folio 865.
469	County of Harden, parish of Coppabella, at the crossing of Five-mile Creek, over Main Southern Road	9	0	0	" "
827	County of Goulburn, on the road from Sydney to Albury, parish of Little Billabong	40	0	0	21 April, 1871, folio 883.
28	County of Camden, parish of Berrima	5	0	0	5 May, 1871, folio 986.
2	County of Camden, parish of Galwadgere.....	16	0	0	" "
316	County of Burnett, Gragin Run, parish of Myalla	30	0	0	" "
73	County of Harden, parish of Coolac, to include Sheep Station Spring	37	0	0	" "
11	County of King, parish of Yass, at Derringullen Creek	19	0	0	" "
13	County of Brisbane, parish of Crawney, on the River Isis	19	0	0	" "
21	County of Murray, parish of Merrigan, on the road from Goulburn <i>via</i> Tarrago to Bungendore	75	0	0	" "

1870-71.

NEW SOUTH WALES.

CROWN LANDS.

(RESERVED FROM SALE UNTIL SURVEYED FOR THE PRESERVATION OF WATER SUPPLY, OR OTHER PUBLIC PURPOSES.)

Presented to Parliament, pursuant to Act 25 Vict. No. 1, sec. 4.

ABSTRACT of Crown Lands reserved from Sale until surveyed for the preservation of Water Supply, or other public purposes, in accordance with the 4th section of the Act 25 Victoria No. 1, during the period between the 16th May and 12th June, 1871.

No.	Locality.	Area.	Government Gazette in which the description is published.
		a. r. p.	
273	County of Lincoln, parish of Cobborah, at Tuckland Creek	100 0 0	16 May, 1871, folio 1069.
831	County of Wynyard, parish of Gilmore, on Gilmore Creek	15 0 0	" " "
832	Humula Run, County of Wynyard, on the Umbango Creek	640 0 0	9 June, 1871, folio 1237.
833	County of Wynyard, on the Humula Run, Umbango Creek	580 0 0	" " "
834	County of Wynyard, on the Humula Run, Umbango Creek	220 0 0	" " "
835	County of Wynyard, on the western side of Carabost Run	680 0 0	" " "
836	County of Wynyard, Humula Run, parish of Bulgalgee	920 0 0	" " "
837	County of Wynyard, on the eastern side of Umbango Creek	1,036 0 0	" " "
838	County of Wynyard and parish of Humula.....	540 0 0	" folio 1238.

1870.

NEW SOUTH WALES.

CROWN LANDS OCCUPATION ACT OF 1861.
(ADDITIONAL REGULATIONS.)

Presented to Parliament, pursuant to Act 25 Vict., No. 1, sec. 30.

Department of Lands,
Sydney, 14th June, 1870.

CROWN LANDS BEYOND THE FIRST CLASS SETTLED DISTRICTS.—RENEWAL OF PASTORAL LEASES.

His Excellency the Governor, with the advice of the Executive Council, has been pleased to make the following additional Regulations pursuant to the Crown Lands Occupation Act of 1861, making further provision for the appraisement of runs on expiration of existing leases, with a view to the renewal of such leases.

CHARLES COWPER.

1. Reverting to the Regulations dated 28th April, 1865, it is now to be distinctly understood that in taking measures for the appraisement of a run, on expiration of the lease, the Government will reserve the discretion of charging or apportioning to the lessee, as a condition of the renewal of his lease, all expenses attending such appraisement, whenever special grounds for such a course may appear to exist.

2. In the event of any claim being made upon the Government for costs or expenses of an appraiser appointed by the lessee, or of an umpire whose appointment thereby becomes necessary, the lease will not be renewed unless such costs or expenses are made good by the lessee.

1870.

NEW SOUTH WALES.

CROWN LANDS OCCUPATION ACT OF 1861.
(ADDITIONAL REGULATION.)

Presented to Parliament, pursuant to Act 25 Vict. No. 2, sec. 36.

Department of Lands,
Sydney, 8th November, 1870.

RESELECTION OF FORFEITED MINERAL LANDS.

HIS Excellency the Governor, with the advice of the Executive Council, has been pleased to make the following additional Regulation for carrying into effect the Crown Lands Occupation Act of 1861 :—

Any lands which may have been held under mineral lease and forfeited, shall not be reselected until thirty clear days shall have expired after the publication in the Government Gazette of such forfeiture.

JOHN ROBERTSON.

1870-71.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

CROWN LANDS OCCUPATION ACT OF 1861.
(ADDITIONAL REGULATION.)

Ordered by the Legislative Assembly to be Printed, 16 March, 1871.

Department of Lands,
Sydney, 14th March, 1871.

It is hereby notified, for public information, that His Excellency the Governor, with the advice of the Executive Council, has been pleased to make the following additional Regulation for carrying into effect the Crown Lands Occupation Act of 1861:—

“Should more than one application for any cancelled mineral lease be made at the same time, unless all save one be withdrawn, the application to be accepted shall be determined by ballot, as in the case of conditional purchases.”

J. BOWIE WILSON.

1870.

NEW SOUTH WALES.

CROWN LANDS ALIENATION ACT OF 1861.
(ADDITIONAL REGULATION.)

Presented to Parliament, pursuant to Act 25 Vict. No. 1, sec. 30.

Department of Lands,
Sydney, 8th November, 1870.

REVOCATION OF TEMPORARY RESERVES.

His Excellency the Governor, with the advice of the Executive Council, has been pleased to make the following additional Regulation for carrying into effect the Crown Lands Alienation Act of 1861 :—

Lands which may have been temporarily reserved from sale, under the 4th section of the Crown Lands Alienation Act, and the reservation of which shall have been revoked, shall not be sold, conditionally or otherwise, until thirty clear days shall have expired after the publication in the Government Gazette of the notice of such revocation.

JOHN ROBERTSON.

1870-71.

NEW SOUTH WALES.

CROWN LANDS ALIENATION ACT OF 1861.
 (ADDITIONAL REGULATION.)

Presented to Parliament pursuant to Act 25 Vict. No. 1, sec. 30.

Department of Lands,
 Sydney, 12 April, 1871.

It is hereby notified, for public information, that His Excellency the Governor, with the advice of the Executive Council, has been pleased to make the following additional Regulation for carrying into effect the Crown Lands Alienation Act of 1861.

J. BOWIE WILSON.

Every application for rescission of reservation of water frontage under the 12th section of the Crown Lands Alienation Act, shall be accompanied by a deposit of £5, which if the application be complied with will form part of the purchase money, but will be returned if the application be refused. If the application be withdrawn, or the applicant fail to complete the purchase within the six months limited by the 20th clause of the Regulations, the deposit will be forfeited.

1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

CROWN LANDS.

(CIRCULAR RELATIVE TO UMPIRES FOR APPRAISEMENT OF RUNS.)

Ordered by the Legislative Assembly to be Printed, 1 September, 1870.

[See Answer to Question No. 1, Votes and Proceedings No. 11, Thursday, 1 September, 1870.]

(Circular.)

Crown Lands Office,
Sydney, 23 June, 1870.

SIR,

The attention of the Government having been directed to some instances in which the appraisements of runs by Umpires have been manifestly inconsistent with the fair annual value of the holdings, I have the honor to invite your especial attention to the observations with respect to the appointment of Umpires contained in the General Instructions to Appraisers.

The appointment of Umpire being by the Act vested in the Appraisers (unless in case of disagreement, when the appointment is to be made by the Minister for Lands) is a matter of responsibility as great and comes as fully within the declaration of office as any other part of the Appraisers' duties, not excepting the delivery of appraisement.

It is not in any way desired to restrict the Appraisers in the exercise of their discretion, but it is desired to impress upon them the extreme responsibility of duly and cautiously exercising it, so that the high public trust with which they are themselves invested may not become delegated to Umpires less carefully selected, or less likely to arrive at just and equitable awards.

— Esq.,
Government Appraiser.

I have, &c.,
A. O. MORIARTY,
Chief Commissioner of Crown Lands.

EXTRACT from General Instructions to Appraisers.

"5. With respect to the appointment of an Umpire, I am directed to state that, without desiring to fetter your discretion, it is expected by the Government that in this, as in other respects, you will bear duly in mind the critical and important character of the public trust that is reposed in you, and that you will concur only in the appointment of gentlemen of intelligence and reputation, having no interest *direct* or *indirect* in the question under appraisement, and unlikely to do injustice on the one side or the other. Should the Appraisers fail to concur in appointing an Umpire, an appointment will, in terms of the Act, be made by the Minister for Lands."

1870-71.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CROWN LANDS.

(SUMMARY OF RUNS APPRAISED IN 1870, SHOWING LOSS OF REVENUE UNDER NEW APPRAISEMENTS.)

Ordered by the Legislative Assembly to be Printed, 28 February, 1871.

SUMMARY of Runs appraised in 1870, by Government Appraisers, by two Appraisers, and by Umpires, respectively, showing loss of Revenue under such Appraisements.

Appraisements, 1870.	No. of Runs.	New Rent.			Old Rent.			Loss.		
		£	s.	d.	£	s.	d.	£	s.	d.
By Government Appraiser	619	38,098	6	6	45,868	7	4	7,770	0	10
„ Two Appraisers	396	37,723	3	0	49,897	18	4	12,174	15	4
„ Umpire	431	28,565	6	6	45,274	15	3	16,709	8	9
Totals	1,446	104,386	16	0	141,041	0	11	36,654	4	11

A. O. PRETIUS.

Occupation of Lands,
20th February, 1871.

STATEMENT showing number of Runs appraised in 1870, by Government Appraisers, by two Appraisers, and by Umpires, respectively, and the Increase or Decrease of Revenue under such Appraisements.

District.	By whom appraised.	No. of Runs appraised.	Old Rent.			New Rent.			Decrease.			Increase.		
			£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Albert	J. C. Woore	27	905	0	0	1,049	0	0				144	0	0
"	Umpire	13	567	0	0	465	0	0	102	0	0			
Bligh	S. B. Daniel	57	3,749	10	0	2,904	10	0	845	0	0			
"	Two Appraisers	48	3,283	13	0	2,033	10	0	1,250	3	0			
"	Umpire	49	4,155	0	6	2,239	0	0	1,866	0	6			
"	H. W. Keightley	4	196	5	0	140	10	0	55	15	0			
"	Umpire	19	934	10	0	476	10	0	458	0	0			
"	Thos. Butler	18	607	0	0	492	10	0	114	10	0			
"	Two Appraisers	4	127	10	0	67	0	0	60	10	0			
"	Umpire	53	2,439	0	0	1,634	10	0	804	10	0			
Clarence	R. B. Dawson	4	280	0	0	250	0	0	30	0	0			
"	Two Appraisers	2	225	0	0	127	0	0	98	0	0			
Darling	C. S. N. Lockhart	1	31	0	0	10	0	0	21	0	0			
"	Umpire	34	5,613	12	6	2,196	0	0	3,417	12	6			
Gwydir	Jas. Snape	17	1,470	10	0	1,460	10	0	10	0	0			
"	Two Appraisers	25	3,006	4	0	2,708	10	0	297	14	0			
"	Umpire	65	8,659	0	0	6,511	0	0	2,148	0	0			
Lachlan	H. Hely	13	1,173	3	0	821	0	0	352	3	0			
"	Two Appraisers	24	2,849	18	0	1,528	15	0	1,321	3	0			
"	Umpire	3	376	10	0	170	4	0	206	6	0			
"	N. S. Powell	30	3,345	17	11	3,249	8	4	96	9	7			
"	Two Appraisers	29	5,555	1	8	4,358	0	0	1,167	1	8			
"	J. S. Futter	137	8,311	13	4	6,133	6	8	2,178	6	8			
"	Two Appraisers	30	2,142	9	8	1,234	10	0	907	19	8			
"	Umpire	1	77	16	0	42	0	0	35	16	0			
Liverpool Plains	D. W. Irving	17	1,542	10	6	1,101	0	0	441	10	6			
"	Two Appraisers	18	1,258	15	0	807	10	0	451	5	0			
"	Umpire	60	8,712	8	3	4,873	0	0	3,839	8	3			
"	Thos. Betteridge	4	571	0	0	480	0	0	91	0	0			
"	Two Appraisers	13	2,366	19	0	1,562	10	0	804	9	0			
"	Umpire	14	1,445	8	0	931	10	0	513	18	0			
Monaro	W. V. M. Cooke	8	151	10	0	185	0	0				33	10	0
Murrumbidgee	Do.	25	775	0	0	803	0	0				28	0	0
"	Two Appraisers	5	416	10	0	299	0	0	117	10	0			
"	Umpire	4	169	10	0	171	5	0				1	15	0
"	G. Maunsell	26	5,094	12	6	4,317	0	0	777	12	6			
"	Umpire	5	1,234	2	0	831	10	0	402	12	0			
"	Henry Bayliss	24	1,313	10	0	1,309	0	0	4	10	0			
"	Two Appraisers	1	65	0	0	75	0	0				20	0	0
"	Umpire	4	353	10	0	331	0	0	22	10	0			
"	T. L. Crommelin	81	7,896	11	6	7,143	1	0	753	10	6			
"	Two Appraisers	27	6,316	14	6	5,962	4	0	354	10	6			
"	Umpire	10	954	15	6	959	0	0				4	4	6
"	T. J. Hawkins	15	1,970	18	0	1,885	13	0	85	5	0			
"	Two Appraisers	38	6,743	13	0	6,198	16	6	544	16	6			
"	Umpire	10	2,759	0	0	2,432	0	0	327	0	0			
Macleay	T. W. Harriott	1	25	0	0	20	0	0	5	0	0			
New England	Do.	53	5,404	3	9	4,073	0	0	1,331	3	9			
"	Two Appraisers	25	3,186	12	6	2,056	0	0	1,130	12	6			
"	Umpire	2	270	0	0	135	0	0	135	0	0			
"	R. B. Dawson	7	1,089	0	0	851	15	0	237	5	0			
"	Two Appraisers	21	3,491	0	0	1,655	17	6	1,835	2	6			
"	Umpire	5	572	0	0	310	0	0	262	0	0			
Warrego	D. A. Byrne	18	1,548	13	0	1,130	7	6	418	5	6			
"	Two Appraisers	6	440	0	0	412	0	0	28	0	0			
"	Umpire	14	1,043	9	2	869	17	6	173	11	8			
Wellington	D. A. Byrne	5	210	0	0	173	0	0	37	0	0			
"	Two Appraisers	6	247	0	0	192	10	0	54	10	0			
"	Umpire	5	248	0	0	181	0	0	67	0	0			
"	J. W. Carne	29	1,480	3	0	1,141	5	0	338	18	0			
"	Two Appraisers	13	749	10	0	543	10	0	206	0	0			
"	Umpire	19	1,448	10	0	946	0	0	502	10	0			
"	H. M. Keightley	9	466	8	4	272	0	0	194	8	4			
"	Two Appraisers	4	86	0	0	72	10	0	13	10	0			
"	Umpire	19	1,320	13	4	774	0	0	546	13	4			
"	S. B. Daniel	6	339	10	0	259	10	0	80	0	0			
"	Two Appraisers	25	1,696	5	6	1,076	10	0	619	15	6			
"	Umpire	23	1,921	0	0	1,086	0	0	835	0	0			
"	H. Hely	10	1,045	10	0	770	0	0	275	10	0			
"	Two Appraisers	5	528	10	0	345	0	0	183	10	0			
		1,446	141,041	0	11	104,386	16	0	36,885	14	5	231	9	6
			Less Increase						231	9	6			
			Total Loss						36,654	4	11			

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CONDITIONAL PURCHASES.

(RETURN SHOWING INTEREST DUE ON, TO 13 SEPTEMBER, 1870.)

Ordered by the Legislative Assembly to be Printed, 4 October, 1870.

RETURN of total amount of Arrears of Interest due on Conditional Purchases to 13th September, 1870,
inclusive.

Total amount..... £2,663 10s. 9d.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

CROWN LANDS.

(RETURN SHOWING LAND SOLD, OTHERWISE THAN CONDITIONALLY PURCHASED, DURING YEAR 1870.)

Ordered by the Legislative Assembly to be Printed, 13 June, 1871.

RETURN of LANDS sold in the Colony of New South Wales, otherwise than Conditionally Purchased, during the year ended 31st December, 1870.

Districts.	Counties.	Lots.				Extent.				Amount.	
		Town.	Suburban.	Country.	Total.	Town.	Suburban.	Country.	Total.	Total Price.	Deposits forfeited.
PASTORAL—											
Bligh...	Ewenmar			6	6	a. r. p.		711 0 0	711 0 0	£ 711 0 0	
	Gowen	3		4	7	1 2 0		500 0 0	501 2 0	512 0 0	
	Grogory			5	5			200 0 0	200 0 0	200 0 0	
	Leichardt	16			16	9 1 0			9 1 0	119 3 6	7 19 6
	Lincoln	3	1	12	16	1 2 0	1 3 17	578 2 1	581 3 18	659 11 6	3 10 0
Do. by pre-emption				1	1			500 0 0	500 0 0	500 0 0	
Clarence	Buller			1	1			40 0 0	40 0 0	40 0 0	
	Clarence	46	18	21	85	25 1 23	121 2 33	858 2 0	1,005 2 16	2,295 8 0	15 13 6
	Richmond	12		2	14	5 2 38		160 0 0	165 2 38	286 8 0	8 15 0
	Rous	17		9	26	8 1 26		609 3 0	618 0 26	685 8 10	8 10 0
Do. by pre-emption				1	1			160 0 0	160 0 0	160 0 0	
Clarence and Macleay	Fitzroy	5		4	9	4 0 17		212 0 38	216 1 15	244 11 9	
Do. New England	Clive			3	3			127 0 0	127 0 0	127 0 0	
	Drake		3	6	9		4 3 11½	292 0 0	296 3 11½	308 5 0	
Darling	Wentworth			3	3			520 0 0	520 0 0	520 0 0	
Do. and Murrumbidgee	Caira	1		2	3	1 0 0		420 0 0	421 0 0	508 0 0	
Gwydir	Burnett			2	2			100 0 0	100 0 0	100 0 0	
	Courallie			3	3			189 0 0	189 0 0	237 0 0	
	Murchison	4		1	5	2 0 0		162 0 0	164 0 0	164 0 0	
	Stapylton			19	19			2,015 3 0	2,015 3 0	2,015 15 0	
Do. by pre-emption				3	3			1,474 0 0	1,474 0 0	1,474 0 0	
Gwydir and New England	Arrawatta		1	6	7		3 1 18	792 0 0	795 1 18	802 1 9	
Lachlan	Bourke										10 0 0
	Clarendon	14		15	29	10 2 10		561 3 26	572 1 36	706 1 9	
	Cooper			3	3			960 0 0	960 0 0	960 0 0	
	Forbes		2	15	17		4 0 0	344 3 28	344 3 28	355 10 0	
	Gipps			1	1			40 0 0	40 0 0	40 0 0	
	Harden	10	7	28	45	5 1 4	30 0 5	1,684 2 22	1,719 3 31	1,860 4 5	
	Monteagle	33	16	13	62	10 1 11	60 3 10	261 0 7	332 0 28	647 17 3	
	Nicholson			1	1			4 1 35	4 1 35	13 8 2	
	Sturt			1	1			218 0 0	218 0 0	218 0 0	
Lachlan and Darling	Waljeers			1	1			138 0 0	138 0 0	138 0 0	

RETURN OF LANDS, &c.—continued.

[3d.]

Sydney: Thomas Richards, Government Printer—1871.

Districts.	Counties.	Lots.				Extent.				Amount.	
		Town.	Suburban.	Country.	Total.	Town.	Suburban.	Country.	Total.	Total Price.	Deposits forfeited.
						a. r. p.	a. r. p.	a. r. p.	a. r. p.	£ s. d.	£ s. d.
PASTORAL—continued.											
Lachlan and Murrumbidgee	Waradgery	21		7	28	10 2 0		687 0 0	697 2 0	772 0 0	
Liverpool Plains	Buckland			49	49			5,853 2 3	5,853 2 3	5,879 10 6	
	Darling			12	12			1,539 1 0	1,539 1 0	1,539 5 0	
	Jamieson			2	2			472 0 0	472 0 0	472 0 0	
	Nandewar			25	25			1,415 3 0	1,415 3 0	1,415 15 0	
	Parry	1	15	19	35	0 2 0	156 0 6	765 1 13	921 3 19	1,163 12 0	
	Pottinger	37		82	119	17 3 30		7,493 1 0	7,511 0 30	7,842 18 0	
Do. by pre-emption				1	1			320 0 0	320 0 0	320 0 0	
Liverpool and Bligh	Baradine	7		1	8	3 2 0		60 0 0	63 2 0	88 10 0	
Liverpool Plains and New England	Inglis			4	4			234 0 0	234 0 0	234 0 0	
Macleay	Dudley			7	7			340 0 0	340 0 0	340 0 0	
Monaro	Auckland	65	21	30	116	32 2 2	51 2 12	1,886 3 9	1,970 3 23	2,434 6 3	
	Beresford			12	12			829 3 0	829 3 0	829 15 0	
	Dampier	2	7	11	20	0 1 29½	14 0 0	313 1 19	327 3 8½	358 9 6	
	Raleigh	36	1	1	38	20 1 7	8 3 29	20 0 0	49 0 36	312 16 1	
	Wallace	2		25	27	0 2 26		1,532 2 0	1,533 0 26	1,541 10 0	
	Wellesley	26	1	44	71	9 0 9	2 0 0	3,190 2 16	3,201 2 25	3,338 3 1	4 3 9
Monaro and Murrumbidgee	Cowley			3	3			194 0 0	194 0 0	194 0 0	
Murrumbidgee	Boyd			14	14			1,442 1 0	1,442 1 0	1,442 5 0	
	Buccleugh			2	2			117 0 0	117 0 0	137 8 0	
	Cadell	1		3	4	0 3 20		423 1 0	424 0 20	532 10 0	
	Denison			3	3			220 3 0	220 3 0	220 15 0	
	Goulburn	20	25	33	78	13 1 34	30 1 0	3,580 0 0	3,623 2 34	4,345 15 5	70 0 0
	Hume	15	2	24	41	8 1 19	2 0 0	2,224 0 0	2,234 1 19	2,299 4 0	25 0 0
	Mitchell			35	35			4,674 0 0	4,674 0 0	4,674 0 0	
	Selwyn			2	2			138 0 0	138 0 0	138 0 0	
	Townsend	7	11	32	50	1 3 0	43 2 17	3,677 0 0	3,722 1 17	3,846 12 7	5 1 0
	Urana	15	5	5	25	7 2 0	27 2 34	901 0 0	936 0 34	1,056 12 8	13 6 3
	Wynyard	6	43	24	73	3 2 30	79 2 21	464 0 34	547 2 5	886 17 5	2 0 0
Do. by pre-emption				3	3			1,263 3 0	1,263 3 0	1,264 0 0	
New England	Clarke			1	1			320 0 0	320 0 0	320 0 0	
	Gough	30		54	84	13 3 0		3,645 0 0	3,659 1 8	3,764 18 0	
	Hardinge	12		11	23	5 3 19		756 0 0	761 3 19	827 9 0	
	Sandon	8	7	29	44	3 3 20	62 2 0	1,882 0 26	1,948 2 6	2,134 6 10	
New England and Macleay	Vernon	11		9	20	5 2 0		412 3 0	418 1 0	464 15 0	
Warrego	Clyde	15			15	7 2 0			7 2 0	71 11 0	
	Cowper	11		1	12	7 3 8		30 0 0	37 3 8	102 13 0	
	Finch			2	2			259 0 0	259 0 0	259 0 0	
	Gundabooka	4			4	2 0 0			2 0 0	32 10 0	
	Yanda			1	1			102 0 0	102 0 0	102 0 0	
Wellington	Ashburnham	28	27	20	75	7 1 10	53 0 24½	117 0 1	177 1 35½	446 14 8	16 3 6
	Gordon			20	20			872 2 0	872 2 0	872 10 0	
	Kennedy			1	1			44 0 0	44 0 0	44 0 0	
	Oxley			1	1			6 3 25	6 3 25	8 12 8	
	Unnamed			1	1			40 0 0	40 0 0	40 0 0	
TOTAL, PASTORAL DISTRICTS		544	213	858	1,615	269 2 32½	757 3 38	69,594 3 31	70,622 3 21½	77,020 5 7	190 2 7
TOTAL, SETTLED DISTRICTS		212	59	470	741	68 3 28½	169 0 6	23,512 2 37½	23,750 2 32½	35,794 13 4	110 5 9
GRAND TOTAL		756	272	1,328	2,356	338 2 21½	927 0 4	93,107 2 28½	94,373 2 14½	112,814.18 11	300 8 4

1870-71.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

CROWN LANDS.

(RETURN SHOWING NUMBER AND AMOUNT OF CONDITIONAL PURCHASES IN YEARS 1862-1870 RESPECTIVELY.)

Ordered by the Legislative Assembly to be Printed, 13 June, 1871.

CONDITIONAL PURCHASES.

RETURN showing the number of acres sold conditionally in each of the years 1862 to 1870 inclusive, together with the amount realized for deposit, for balance of purchase money, for interest, and the gross amount realized in each year.

Year.	Sold conditionally.		Amount realized.			Gross amount realized.
	Number of Selections.	Area.	For deposit.	For balance of purchase money.	For Interest.	
		a. r. p.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1862	4,493	357,280 2 21	89,320 3 3	.....	.....	89,320 3 3
1863	3,558	259,369 3 35	64,842 10 0	.....	.....	64,842 10 0
1864	2,350	165,616 3 0	41,404 3 9	.....	.....	41,404 3 9
1865	2,166	151,450 0 0	37,862 10 0	34,393 17 1	6,548 11 7	78,804 18 8
1866	4,239	358,652 0 0	89,663 0 0	22,994 6 6	12,456 10 9	125,113 17 3
1867	2,995	232,176 0 0	58,044 0 0	13,382 19 0	15,002 10 0	86,429 9 0
1868	3,194	239,516 2 0	59,879 4 6	10,601 17 5	18,129 10 4	88,610 12 3
1869	4,999	397,328 2 26	99,332 3 3½	19,525 16 6	24,360 8 7	143,219 4 4½
1870	4,471	329,318 1 2	82,329 11 4	18,348 3 2	30,057 19 7	130,735 14 1
	32,465	2,490,708 3 4	622,677 6 1½	119,246 19 8	106,555 10 10	848,480 12 7½

Department of Lands,
Sydney, 12th June, 1871.

W. W. STEPHEN.

1870-71.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CROWN LANDS.

(RETURN OF AREAS ALIENATED AND UNALIENATED IN EACH COUNTY.)

Ordered by the Legislative Assembly to be Printed, 13 June, 1871.

RETURN showing the areas Alienated and Unalienated in each County, in the remaining portion of New South Wales.

Counties.	Area Alienated.	Area Unalienated.	Counties.	Area Alienated.	Area Unalienated.
	Acres.	Acres.		Acres.	Acres.
Arrawatta.....	11,276	1,220,724	Harden.....	64,992	1,039,955
Ashburnham.....	20,681	1,371,319	Hardinge.....	10,254	933,746
Auckland.....	58,008	1,202,792	Harves.....	1,267	934,413
Baradine.....	2,595	1,325,410	Hume.....	31,576	912,424
Benarba.....	1,242	1,598,758	Inglis.....	19,508	540,472
Beresford.....	21,899	890,101	Jamieson.....	572	985,228
Bland.....	790	1,359,210	Kennedy.....	44	956,756
Blaxland.....	.....	.....	Leichardt.....	1,319	1,978,681
Boyd.....	14,816	865,214	Lincoln.....	16,159	1,190,181
Buckland.....	292,633	773,277	Livingstone.....	320	2,389,680
Buccleuch.....	22,224	724,394	Menindie.....	108	.....
Bourke.....	5,615	.....	Mitchell.....	15,641	776,059
Buller.....	1,433	894,566	Monteagle.....	14,636	842,334
Burnett.....	6,294	1,017,706	Murchinson.....	6,494	1,209,506
Cadell.....	14,761	480,709	Nandemar.....	8,287	770,245
Caira.....	2,723	.....	Napier.....	6,420	886,380
Clarke.....	537	437,863	Narromine.....	1,196	1,062,504
Clarence.....	27,054	848,546	Nicholson.....	235	.....
Clarendon.....	31,342	906,058	Oxley.....	385	1,199,771
Clive.....	9,165	646,835	Parry.....	326,812	553,188
Courallic.....	3,160	1,287,740	Perry.....	409	.....
Cooper.....	5,344	.....	Pettinger.....	30,673	1,505,325
Cowley.....	15,119	784,881	Richmond.....	3,431	732,569
Cowper.....	544	2,399,456	Rous.....	21,043	1,156,557
Clyde.....	47	1,899,969	Raleigh.....	254	1,119,841
Cunninghame.....	397	921,203	Sandon.....	73,199	755,601
Dampier.....	19,693	994,307	Selwyn.....	5,124	1,098,880
Darling.....	6,461	920,939	Stapylton.....	5,699	1,306,301
Denham.....	1,794	1,294,812	Sturt.....	9,681	.....
Denison.....	6,878	719,522	Taila.....	435	1,423,577
Dudley.....	14,096	962,904	Tara.....	364	1,234,836
Dowling.....	40	.....	Townsend.....	36,929	1,553,171
Drake.....	11,474	740,521	Urana.....	11,866	1,547,876
Ewenmar.....	1,331	.....	Vernon.....	11,602	756,398
Ewenna.....	.....	1,184,000	Wallace.....	21,089	1,338,311
Forbes.....	3,691	.....	Waljeers.....	177	.....
Fitzroy.....	1,211	726,489	Wakool.....	36,432	1,739,568
Flinders.....	.....	2,000,000	Waradgery.....	5,786	1,609,014
Franklin.....	960	.....	Wellesley.....	55,176	861,318
Gipps.....	252	1,421,828	Wentworth.....	1,405	2,120,195
Gough.....	34,260	999,347	White.....	2,485	1,191,115
Goulburn.....	65,851	734,258	Windeyer.....	252	2,726,148
Gordon.....	15,417	720,483	Wynyard.....	40,756	903,242
Gowen.....	4,015	1,003,985	Yanda.....	102	.....
Gregory.....	1,048	2,199,052	Young.....	727	.....
Gresham.....	1,171	870,529			
Gundabooka.....	2	.....		
				1,680,715	87,101,073

NOTE.—This is exclusive of lands conditionally purchased.

Department of Lands,
Sydney, 12th June, 1871.

W. W. STEPHEN.

1870-71.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CROWN LANDS.

(RETURN SHOWING REVENUE FROM LANDS AND GOLD FIELDS IN THE COLONY, FOR YEAR 1870.)

Ordered by the Legislative Assembly to be Printed, 13 June, 1871.

RETURN showing the Revenue from Lands and Gold Fields in the Colony of New South Wales, for the Year ended 31st December, 1870, under the Lands Alienation Act of 1861.

	Lots.	Area sold.		Average Price per acre.		Total Amount of Sales.		Amount received.		Balance remaining unpaid.		
		a.	r.	p.	£	s.	d.	£	s.	d.	£	s.	d.
Sold at Auction ... {	646	317	1	13½	35	0	4	11,112	0	0	} 52,807 0 3	14,900 0 0
Suburban	150	719	3	3½	3	11	9½	2,584	14	2		
Country	797	51,722	1	12½	1	0	10½	54,010	6	1		
Unconditionally sold by Selection	367	23,374	3	19	1	0	6½	24,056	4	1	24,056 4 1	
Improved lots sold to owners of improvements.	342	14,214	1	38½	1	3	5½	16,687	7	9	16,687 7 9	
Proceeds of sales of unnecessary roads	31	281	1	10½	1	7	8½	390	3	10	390 3 10	
Sold under return of Water Reservation	4	13	0	18	6	15	10½	89	2	0	89 2 0	
Specially sold at appraised price	3	10	3	25½	3	3	8½	34	15	0	34 15 0	
Reclaimed land sold at appraised price	7	1	2	32½	77	13	7½	132	6	0	132 6 0	
Sold by pre-emption	9	3,717	3	0	1	0	0	3,718	0	0	3,718 0 0	
Sold conditionally	4,471	329,318	1	2	1	0	0	329,318	5	3	82,329 11 4	246,988 14 0
GENERAL TOTAL	6,827	423,691	3	16½				442,133	4	2	180,244 10 3	261,888 14 0
Balances received on Conditional Purchases											18,348 3 2	
Interest received on Conditional Purchases											30,057 19 7	
Total amount received								£			228,650 13 0	
UNDER THE CROWN LANDS OCCUPATION ACT OF 1861.												
Number.											Estimated Area.	Rent and Assessment received.
											square miles.	£ s. d.
3,532	Pastoral Leases in Second Class and Unsettled Districts										189,156	219,113 3 7
11,197	Auction and Pre-emptive Leases in First Class Settled Districts										11,197	22,394 19 1
											200,353	241,508 2 8
UNDER THE GOLD FIELDS ACT.												
											£	s. d.
Duty on Gold in the nature of Rent											16,231	3 8
Leases for Mining Purposes other than Gold											2,453	16 7
Auriferous Leases											2,501	1 0
Miners' Rights											6,619	15 0
Business Licences											664	10 0
											£	28,470 6 3

MISCELLANEOUS.		
	£	s. d.
Fees for non-payment of Pre-emptive Purchases within the prescribed time	89	0 0
Forfeited Deposits	300	8 4
Licenses to cut Timber	1,977	15 0
Quit Rents	24	0 0
Survey of Land		
Fees on Transfers	1,074	0 0
Fees on Deeds	3,270	0 0
Sundry Collections	956	17 7
	£	7,692 0 11
RECAPITULATION.		
	£	s. d.
Total receipt { Under Lands Alienation Act	228,650	13 0
{ Occupation Act	241,508	2 8
{ Gold Fields Act	28,470	6 3
{ Miscellaneous	7,692	0 11
GRAND TOTAL	506,321	2 2
Revenue received in 1870	£506,321	2 2
Balance payable in 1871	14,900	0 0
Balance payable in 1873 for Conditional Purchases	246,988	14 0
		768,209 16 2

Department of Lands,
Sydney, 12th June, 1871.

W. W. STEPHEN.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

AMENDMENT OF THE LAND LAW.

(PETITION—CONDITIONAL PURCHASERS, CROWN LANDHOLDERS, AND OTHERS, OF THE DISTRICT OF MONARO.)

Ordered by the Legislative Assembly to be Printed, 14 October, 1870.

To the Most Honorable House the Legislative Assembly of New South Wales, in Parliament assembled.

The Petition of the undersigned Conditional Purchasers, Crown Landholders, and others, residing in the District of Monaro, Colony of New South Wales,—

RESPECTFULLY SUBMITTETH:—

1. That the climate of the district of Monaro is such that agriculture cannot be depended upon, and that by far the largest portion of the land is totally unfit for cultivation—in fact only small patches are available for tillage.

2. That the conditional purchasers of Monaro are engaged in pastoral pursuits, and have been induced to settle on the land by the clause of the Crown Lands Occupation Act granting them pre-emptive leases of adjoining Crown Lands, without which their conditional purchases are completely valueless.

3. That the existing Regulations under which pre-emptive leases are granted are unsatisfactory, and detrimental to the interests of a large body of the electors of the Colony—the conditional purchasers.

4. That there is unnecessary delay in the granting of pre-emptive leases, and no inexpensive means of maintaining a right thereto.

5. That it is desirable conditional purchasers and holders in fee simple should be compelled to peg out not only the purchased land but also the grass-right of that land, and that on payment of rent to the local Land Agent such purchaser should be entitled to immediate possession. Such grass-right to be taken on any adjoining run or runs, and written notice that land has been so taken to be served on the lessee or lessees of the run or runs, within one month after so doing.

6. That in the event of the price of Crown Lands being lowered, the conditional purchaser may be allowed to secure his pre-emptive right on reasonable terms, and that time may be given for fulfilling the same.

7. That it is desirable to greatly modify the auction system of disposing of Crown Lands.

8. Your Petitioners therefore humbly pray your Honorable House to take the foregoing into its early and favourable consideration, and grant them such relief as to your Honorable House may seem meet.

And your Petitioners, as in duty bound, will ever pray, &c., &c., &c.

[Here follow 277 Signatures.]

1870-71.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CROWN LANDS.

(CORRESPONDENCE RELATIVE TO REAPPRAISEMENT, IN 1869, OF EUROKA RUN.)

Ordered by the Legislative Assembly to be Printed, 8 February, 1871.

RETURN to an Order made by the Honorable the Legislative Assembly of New South Wales, dated 8 February, 1871, That there be laid upon the Table of this House,—

- “ (1.) The whole of the Correspondence and Papers relating to the “ Reappraisal, in 1869, of the Euroka Run, in the Bligh District.”
- “ (2.) A Copy of the Receipt for £1,200, refunded to the Lessees of the “ Euroka Run, with the name of the person who signed the said receipt.”

(Mr. Brookes.)

SCHEDULE.

NO.	PAGE.
1. E. B. Cornish, on behalf of W. W. & E. Brocklehurst, objecting to Mr. Rodd's valuation of Euroka. 28 November, 1865	2
2. Billyard & Curtis, forwarding copy of protest addressed by W. W. Brocklehurst, re rent of Euroka. 3 January, 1866	2
3. Chief Commissioner, in reply. 2 February, 1866	2
4. E. B. Cornish, drawing attention to letter of 28 November last. 24 January, 1866	2
5. W. W. Billyard, on behalf of Mr. Brocklehurst, for a reappraisal of Euroka. 29 June, 1869	3
6. W. W. Billyard, further for reappraisal of Euroka. 13 September, 1869	3
7. Chief Commissioner's Minute thereon, 12 November, 1869; and Minister's approval of reappraisal	3
8. Chief Commissioner to Under Secretary for Finance and Trade, notifying the reappraisal of Euroka	3
9. Chief Commissioner to W. W. Billyard, do. do. 10 December, 1869	4
10. W. W. Brocklehurst, for refund of £1,200. 31 March, 1870	4
11. Minute, and Minister's approval of refund	4
12. Chief Commissioner to Under Secretary for Finance and Trade, intimating approval of refund	4
13. Chief Commissioner to W. W. Brocklehurst, do. do., 4 May, 1870	4
14. W. W. Brocklehurst to Under Secretary for Finance and Trade, applying for payment	5
15. Copy, incomplete voucher	5
16. Voucher 7,690. £1,200, receipted	5

CROWN LANDS.

No. 1.

E. B. CORNISH, ESQ., TO THE MINISTER FOR LANDS.

Sydney, 28 November, 1865.

SIR,

Name of Run—Euroka.
 District of Bligh.
 Frontage 10 miles to the Barwon
 River by 8 miles back.
 Assessed value by Mr. Rodd, £420
 per annum.

Acting as Agent for Messrs. W. W. & E. Brocklehurst, I object to the valuation made of the run named in the margin hereof, on the grounds that the Government Valuator, Mr. Rodd, did not take the declaration required by the Act before he made this valuation.

I therefore have the honor to request that you will be pleased to take such steps as to you may seem fit, to get the said run legally valued.

I have, &c.,

E. B. CORNISH.

Chief Commissioner of Crown Lands, 1 Dec.—M.F.

No. 2.

MESSRS. BILLYARD & CURTIS TO THE CHIEF COMMISSIONER OF CROWN LANDS.

32, Hunter-street, Sydney,
 3 January, 1866.

SIR,

On the next half-sheet we have the honor to send you a copy of a letter sent to the Honorable the Colonial Treasurer. Mr. Brocklehurst has paid the newly appraised rent of his run called "Euroka" under protest; and, on his behalf, we beg to state that any proceeding taken in pursuance of the said appraisement is submitted to only under the like protest.

We have, &c.,

BILLYARD & CURTIS.

[Enclosure.]

W. W. Brocklehurst, Esq., to The Colonial Treasurer.

32, Hunter-street,
 Sydney, 28 December, 1865.

SIR,

Herewith I have the honor to hand you four hundred and twenty pounds (£420) being one year's rent according to the new appraisement of my run called "Euroka," in the district of Bligh. I beg distinctly to state however that I make this payment under protest, and to prevent forfeiture, as I am advised that the appraisement by which that rental has been fixed was illegally and improperly conducted; that the necessary precedent conditions prescribed by the Crown Lands Occupation Act of 1861 were not complied with, and that consequently the appraisement (which is clearly most unreasonable) is void.

I have, &c.,

W. W. BROCKLEHURST.

No. 3.

THE CHIEF COMMISSIONER OF CROWN LANDS TO MESSRS. BILLYARD & CURTIS.

Crown Lands Office,
 Sydney, 2 February, 1866.

GENTLEMEN,

With reference to your letter of the 3rd ultimo, protesting, on behalf of Mr. W. W. Brocklehurst, against the appraisement of his Euroka Run in the Bligh District, and forwarding copy of a letter addressed by him to the Honorable the Colonial Treasurer, forwarding the rent for the current year, also under protest,—I have the honor to point out that Mr. Brocklehurst does not state in what respect the appraisement referred to was irregular.

I have, &c.,

A. O. MORIARTY,

Chief Commissioner of Crown Lands.

No. 4.

E. B. CORNISH, ESQ., TO THE MINISTER FOR LANDS.

Sydney, 24 January, 1866.

SIR,

I have the honor to forward you a copy of a letter I wrote the Honorable the Minister for Lands on 28th November last, concerning the valuation by Mr. Rodd of the Euroka Run.

To that letter I have had no reply, and I have placed the case in the hands of my solicitors, Messrs. Barker & Norton, who inform me that they have no doubt that Mr. Rodd's valuations are illegal if he made them without taking the declaration required by 23rd clause 12th section of Lands Act.

However, before commencing any further proceedings, I would take the liberty of asking whether you had come to any decision in reference to these valuations of Mr. Rodd's.

I remain, &c.,

E. B. CORNISH.

[Enclosure.]

[Enclosure.]

[Copy of letter, dated 28 November, 1865—previously given.]

Ask the Chief Commissioner for his report.—M.F., 31 January, 1866.

May be informed that Crown Law Officers have advised that appraisement has not been rendered invalid by reason of appraiser having delayed to make his declaration until after delivery of award.—A.O.P., 8 Feb., '66.

No. 5.

W. W. BILLYARD, Esq., to THE MINISTER FOR LANDS.

32, Hunter-street,
29 June, 1869.

SIR,

I have the honor to request, on behalf of Mr. W. W. Brocklehurst, that the run known as "Euroka," occupied by him, situate in the Bligh District, may be reappraised, with a view to a reduction of the rent, which is now considered excessive.

The last appraised rent has always been paid under protest, and on the 3rd January 1866 notice to that effect was given to the Chief Commissioner of Crown Lands.

For the last two years Mr. Brocklehurst has had no cattle off the run fit for market, and now that the drought has broken he does not expect to muster half the number of cattle he ought to have—possibly much less. The horses had to be sent away to keep them alive, and the value of the station has consequently much deteriorated. The rent paid, notwithstanding these circumstances, is considered to be fully three or four times as much as the ordinary rent for other stations in the same locality.

A station in the same district is occupied by Mr. A. H. M'Culloch, called "Bullarora," and valued by Mr. Rodd (the same person who valued Euroka) at £400 a year, has lately been reappraised, and the rent reduced to £150 per annum.

I shall feel obliged by your taking the matter into your consideration, and acquainting me with the result at your earliest convenience.

I have, &c.,
W. W. BILLYARD.

Chief Commissioner of Crown Lands.—M.F., 1 July.

No. 6.

W. W. BILLYARD, Esq., to THE CHIEF COMMISSIONER OF CROWN LANDS.

32, Hunter-street,
Sydney, 13 September, 1869.

SIR,

Referring to my letter to you of the 29th June last, I have now the honor to request, on behalf of Mr. Brocklehurst, that a reappraisal of his Euroka run may be granted upon the following grounds:—The run was not at any time capable of carrying the quantity of stock for which it was appraised by Mr. Rodd, in proof of which, for two years Mr. Brocklehurst had no fat stock off the run, and that upwards of 2,000 head of cattle have died from starvation; that the rent fixed, £400 per annum, is excessive, comparing it with many runs in the same district, and adjacent thereto, of much greater grazing capabilities, not paying one fourth of the rent—for instance, Mr. Loder's Mohanna, and Breewarrina, and Mr. Key's Moorabie runs. That Mr. Brocklehurst consented to Mr. Rodd acting as sole appraiser, and that he certainly presumed that Mr. Rodd had taken the necessary declaration before he made his valuation; if he had been aware that he had not done so, he would never have consented to his acting.

Considering that Mr. Rodd did not make the required declaration, that the rent is in itself excessive, that Mr. Brocklehurst for the last two years protested against paying such a high rental, I trust in justice to him that you will be pleased to grant a reappraisal of the run.

I have, &c.,
W. W. BILLYARD.

No. 7.

THE CHIEF COMMISSIONER'S MINUTE ON FOREGOING.

THIS is a renewal of an application which has been made several times before, since the commencement of the present lease, for a reappraisal of the runs named, on the grounds of the excessive amount thereof and irregularities in the appraisement. The application has hitherto been uniformly refused, on the general ground that the irregularities alleged were immaterial, and that the appraisement originally made was final.

In another case, the circumstances of which were not, according to my own view of the matter, so material as those of the present case, a reappraisal has been authorized; and, in the altered position in which the question therefore now stands, I no longer feel warranted in opposing the present application.

A.O.M.—B.C., 12/11/69.

Approved.—Nov. 17, 1869.—W.F.

Chief Commissioner of Crown Lands.—M.F., 17 Nov.

Instructions for reappraisal issued to Commissioner Daniel., 22 Nov., 1869.

Notice served personally on Mr. Brocklehurst, 18/11/69.

No. 8.

THE CHIEF COMMISSIONER OF CROWN LANDS to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Crown Lands Office,
Sydney, 10 December, 1869.

SIR,

I have the honor to inform you that, under the direction of the Honorable the Minister for Lands, the fair annual value for pastoral purposes of the run named in the margin has been reappraised, and the annual rent to be paid determined at £120.

Euroka, Bligh.
W. W. & E.
Brocklehurst.
(Old rent, 2420.)

I have, &c.,
A. O. MORIARTY,
Chief Commissioner of Crown Lands.

No. 9.

THE CHIEF COMMISSIONER OF CROWN LANDS TO W. W. BILLYARD, Esq.

Crown Lands Office,
Sydney, 10 December, 1869.

SIR,

Referring to your letter of the 13th September last, I have now the honor to inform you that, under the direction of the Honorable the Minister for Lands, the fair annual value for pastoral purposes of the run named in the margin has been reappraised, and the annual rent to be paid determined at £120, to which effect the Under Secretary for Finance and Trade has been duly apprised.

I have, &c.,
A. O. MORIARTY,
Chief Commissioner of Crown Lands.

Euroka, Bligh
District.
W. W. & E.
Brocklehurst,
lessees.

No. 10.

W. W. BROCKLEHURST, Esq., to THE MINISTER FOR LANDS.

Dundallimal, Dubbo,
31 March, 1870.

SIR,

In 1865 my station on the Barwon called "Euroka," in the District of Bligh, was appraised by Mr. Rodd, the Government Appraiser, at the rate of £420 per annum.

Considering the valuation to be most exorbitant as well as illegal, I paid the rent assessed under protest, and applied for a reappraisal, on the ground of Mr. Rodd's appraisal being illegal. The application was granted to me; not, however, until last year, when the run was reappraised at the reduced amount of £120 per annum.

Having protested from the first against the appraisal of 1865, and that appraisal having been declared illegal, I have the honor to request a refund of the sum of £1,200 sterling, being the amount of rent overpaid by me into the Treasury, from the year 1866 to 1869.

Trusting that you will favourably consider this my application for a refund, and that it may meet with your approval,—

I have, &c.,
W. W. BROCKLEHURST,
Lessee of said Euroka Run.

No. 11.

MINUTE, AND MINISTER'S APPROVAL OF REFUND.

RENT, at old rate of £420 per annum, has from the commencement of tenure (11th January, 1866) been paid under protest.

The run is now reappraised at £120 per annum. There has therefore been an over-payment of £300 per annum for four years, in all £1,200. Refund may be recommended.

A.O.P.,
22 April, 1870.

Approved.—W.F., April 26, 1870.

No. 12.

THE CHIEF COMMISSIONER OF CROWN LANDS TO THE UNDER SECRETARY FOR FINANCE AND TRADE.

Crown Lands Office,
Sydney, 4 May, 1870.

SIR,

Referring to my letter of the 10th December last, intimating that the fair annual value of the Euroka Run had been reappraised, by direction of the Honorable the Minister for Lands, I have now the honor to inform you that the Minister has approved of the refund to the lessees of the difference between the amount paid under protest as rent for the run in question and that chargeable under the appraisal above referred to, viz. :—

Rent paid for 1866, 67, 68, and 69, at £420, under protest	£1,680
Rent payable for same period under appraisal above referred to	480

Refund approved	£1,200
-----------------------	--------

I have, &c.,
A. O. MORIARTY,
Chief Commissioner of Crown Lands.

The Auditor General—Please verify and return.

B.C.—Treasury, 12-5-70.

W. W. Brocklehurst, Euroka. Claim correct—amount credited at Treasury.—A.O., 16-5-70.

The U. S. F. and Trade.

No. 13.

THE CHIEF COMMISSIONER OF CROWN LANDS TO W. W. BROCKLEHURST, Esq.

Crown Lands Office,
Sydney, 4 May, 1870.

SIR,

In reply to your letter of the 31st March last, I have the honor to inform you that the Honorable the Minister for Lands has been pleased to approve of the refund of the difference between the amounts paid under protest, under Mr. Rodd's appraisal for the Euroka Run, and that chargeable under the present appraisal, viz. :—

Rent paid for 1866, 67, 68, and 69, at £420, under Mr. Rodd's appraisal	£1,680
Rent chargeable for same period under reappraisal, at £120	480

Difference to be refunded	£1,200
---------------------------------	--------

to which effect the Under Secretary for Finance and Trade has been duly apprised.

I have, &c.,
A. O. MORIARTY,
Chief Commissioner of Crown Lands.

No. 14.

No. 14.

W. W. BROCKLEHURST, Esq., to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Dundullimal, Dubbo,
New South Wales,
10 May, 1870.

SIR,

By virtue of a communication from the Crown Lands Office, dated 4th May, 1870, No. 945, I have the honor to make application for the payment of the sum of £1,200 (twelve hundred pounds) sterling, being a refund of excess of rent paid by me for my Euroka Station, in the district of Bligh, for the years 1866, 67, 68, and 69, and to request that the same, in accordance with the voucher herewith, be lodged in the Union Bank of Australia, Sydney, to the credit of my account.

I have, &c.,

W. W. BROCKLEHURST.

No. 15.

Treasury Voucher No.

New South Wales.—Consolidated Revenue Fund.

C. A.—1.

Chargeable to the Vote of £ : : :

For 187 .

Voucher No.

The Department of the Public Lands Dr. to W. W. Brocklehurst, Dundullimal, Dubbo.

Date.		Amount.
1870. 10 May	To amount of refund of excessive rent paid on the Euroka Station, for the years 1866, 67, 68, and 69, under Mr. Rodd's appraisalment	£ s. d. 1,200 0 0
	Total	£ 1,200 0 0

I certify that the quantities of the above-mentioned articles were duly supplied, as stated by the above-named individual, and that they were conformable to the samples stipulated for, and of good and sufficient quality. I further certify that they were necessarily required for the Public Service, and that the prices charged were the most reasonable for which the same could be procured at the time of purchase.

Received on the day of 18 , from , the sum of pounds shillings and pence, sterling, in full payment of the above account.

Witness—

I hereby authorize the amount of the above account to be paid on my behalf, to credit of my account, Union Bank, Sydney.

WILLIAM WALTER BROCKLEHURST.

No. 16.

Treasury Voucher No. 7,690.

New South Wales.—Consolidated Revenue Fund.

C. A.—1.

Chargeable to the Vote of £ : : :

For 187 .

Voucher No.

The Department of the Public Lands Dr. to W. W. & Ed. Brocklehurst, of Dundullimal, Dubbo.

Date.		Amount.
1870. 6 June	To amount of refund of excessive rent paid on the Euroka Station, for the years 1866, 67, 68, and 69, under Mr. Rodd's appraisalment...	£ s. d. 1,200 0 0
D. S.	W. W. & Ed. Brocklehurst.	
	Total	£ 1,200 0 0

I certify that the quantities of the above-mentioned articles were duly supplied, as stated by the above-named individual, and that they were conformable to the samples stipulated for, and of good and sufficient quality. I further certify that they were necessarily required for the Public Service, and that the prices charged were the most reasonable for which the same could be procured at the time of purchase.

Received on the 10th day of June, 1870, from the Colonial Treasurer, the sum of twelve hundred pounds, sterling, in full payment of the above account.

For W. W. & E. BROCKLEHURST,
GEO. W. LORD.

Witness—JNO. J. EATON.

We hereby authorize the amount of the above account to be paid on our behalf to G. W. Lord, Esq., M.L.A., Sydney.

WILLIAM WALTER BROCKLEHURST,
EDWARD BROCKLEHURST.

1870-71.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CROWN LANDS.

(CORRESPONDENCE, &c., RELATIVE TO CONDITIONAL PURCHASE OF JOHN CROSS.)

Ordered by the Legislative Assembly to be Printed, 10 February, 1871.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 7 December, 1870, That there be laid upon the Table of this House,—

“ Copies of the Applications of John Cross for the Conditional Purchase of two lots of land, each containing fifty acres, on the Woolshed Run, in the District of Liverpool Plains, made at Tamworth, on the 28th March, 1867, and 14th May, 1868, respectively; together with all Correspondence, Minutes, Reports, and other documents relative to the land in question.”

(Mr. Bawden.)

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CROWN LANDS.

No. 1.

MR. J. CROSS TO THE MINISTER FOR LANDS.

Bundarra,
7 September, 1865.

SIR,

As I hold, under a lease for three years, a part of the Woolshed Run, near Bundarra, in the district of Liverpool Plains, upon which I have put up a good house and other improvements, will you have the kindness to inform me if I can free select it, and to whom I am to apply.

I am, &c.,
JOHN CROSS.

The writer should more clearly state the land he alludes to. The usual course is for an intending conditional purchaser to pay the deposit and make the selection; that being done, this department will inquire into the matter and grant the land if open to selection, and return the money if not open to selection.—JOHN R.

No. 2.

THE UNDER SECRETARY FOR LANDS TO MR. JOHN CROSS.

Department of Lands,
Sydney, 22 September, 1865.

SIR,

Adverting to your letter of the 7th instant, in which you inquire whether you can conditionally purchase certain land forming part of the Woolshed Run, near Bundarra, and upon which you have effected improvements, I am directed by the Secretary for Lands to state that you should have specified more clearly the land you allude to.

2. The usual course, I am to inform you, for an intending conditional purchaser, is to pay the deposit to the Land Agent for the district, and then make the selection. That being done, this department will have inquiry made into the matter, and grant the land if open to selection, or return the deposit money if not so open.

I have, &c.,
M. FITZPATRICK.

No. 3.

[Alienation Act, section 13.]

Land Agent, No. 14, of 1867.

Application for the C.P. without competition of 50 acres unimproved Crown Land, under section 13 of the Lands Alienation Act of 1861.

Received by me, with a deposit of £12 10s., this 28th day of March, 1867, at 1 o'clock.

JNO. McDONALD,
Agent for the Sale of Crown Lands at Tamworth.

MR. J. CROSS TO THE LAND AGENT, TAMWORTH.

28 March, 1867.

SIR,

I am desirous of purchasing without competition, under the 13th section of the Crown Lands Alienation Act of 1861, the portion of unimproved Crown Land hereunder described, containing 50 acres; and I herewith tender the sum of £12 10s., being a deposit at the rate of 5s. per acre on the area for which I apply, and on which it is my intention to reside.

I am, &c.,
his
JOHN × CROSS.
mark.

Cancelled, 68-9070.

Description.

County of Darling, parish of ———, 50 acres on the Woolshed Creek, Woolshed Run, at a place called the Top Station, and about 5 miles from the Woolshed Head Station.

Mr. Dowe, for measurement, if unobjectionable.—B.C., 1 May, 1867. 28. W.R.D.

No. 4.

No. 4.

MR. J. CROSS TO THE MINISTER FOR LANDS.

The Woolshed Station,
Bundarra, 14 May, 1867.

SIR,

I do myself the honor to state that, under date the 7th of September, 1865, I addressed to the Department of Lands an inquiry whether I could conditionally purchase certain land forming part of the Woolshed Run, near Bundarra, upon which I had made improvements.

To this inquiry I received, upon the 22nd of the same month, a reply stating I should more particularly specify the land in question, and further, that the usual course of an intending conditional purchaser was to pay to the Land Agent for the district the deposit-money due upon a selection, which being done, the department would have inquiry made into the matter, and grant the land if open to selection, or return the deposit-money if not so open.

In compliance with these intimations I have to state—

That the land is situate upon a run of ponds, known as the Woolshed Creek, and is distant from the Woolshed Home Station east 4 miles.

That the premises with dairy yard are upon one side of the ponds, with a paddock for cultivation upon the other.

Upon the 28th of March last I paid to the Land Agent, Tamworth, the deposit-money, at 5s. per acre, upon my conditional purchase of 50 acres.

Upon the 20th April last the land was measured by a Government Surveyor.

That there is no station improvement near to the land in question.

Under date 26th April last, signed by the Manager of the station on the part of the proprietor, I have received notice to quit on or before the 26th July next, and give up the improvements I have made, there being no mention of any price or value to be paid to me; which notice was followed by a second, of date the 30th April, from the proprietor, requiring my immediate leaving or expect immediate legal proceedings.

Whether the land can be granted to me with the improvements as a conditional purchaser, or the deposit-money is to be returned, rests, I conclude from the intimation given by the Department of Lands (22 Sept., 1865), upon the report of the Government Surveyor who measured the land (20 April last).

I am a working man with a large family; the season for getting in a crop is fast passing away; not to do so must be a very serious loss to me, yet I cannot do this whilst uncertain of my legal right to the place.

I have therefore most respectfully and urgently to solicit an early attention to the report supplied, or other means upon which a decision for or against me is to be arrived at, in your department, and an early notice to me of my right to possession or otherwise.

I have, &c.,

his
JOHN X CROSS.
mark.Witness to mark—GEORGE GREGORY,
Bundarra, 14th May, 1867.

Mr. Licensed Surveyor Dowe to report hereon immediately.—B.C., 16 July, 1867.—W.R.D.

No. 5.

MR. LICENSED SURVEYOR SIMPSON TO THE SURVEYOR GENERAL.

Armidale, 15 May, 1867.

SIR,

In obedience to your instructions issued to Licensed Surveyor Dowe, on 16th July, 1867, and transferred by him to Licensed Surveyor Simpson, I have now the honor to transmit herewith a plan* of survey of 50 acres, a portion of land applied for by John Cross, under the 13th clause of the Crown Lands Alienation Act of 1861.

This portion of 50 acres is situated near Mount Drummond, Bundarra, parish of ——— county of Hardinge.

I have, &c.,

J. M. SIMPSON,
Licensed Surveyor.

John Cross selected, at Tamworth Land Office, on 28th March, 1867, 50 acres, No. 25,130.

Report.

Description of land, &c.—poor light soil, no permanent water.

Timber—gum and apple.

Improvements—approximate value:—hut, £20; stockyard, £8; kitchen, £3; barn, £5; garden, £3.

Ownership—In John Cross, and in his possession.

Resident or non-resident—resident.

P.S.—Cross informed me that the lessee of the run (the Woolshed), Mr. Munro, claims these improvements, but states that he (Cross) erected them and holds possession. It is very doubtful whether they are worth £40, as they are very dilapidated—J.M.S.

No. 6.

MR. J. CROSS TO THE MINISTER FOR LANDS.

Woolshed Station, Bundarra,
2 June, 1867.

SIR,

In again bringing my claim before you to certain land and improvements made by me upon the Woolshed Station, in the Police District of Tamworth, I do myself the honor to state I should not have presumed to press the matter upon your attention at so early a date from my statement of May 14th, 1867, had I not in the meantime received further notice from the proprietor of the station, directing my leaving the place at once, otherwise this question of our right would be immediately placed in the Supreme Court.

I leave the work I have here done, my home and means of living, and to have to begin again would be a great loss to me,—but to have to do this after a law case in the Supreme Court would perhaps be the loss of all I have; and therefore, in my present uncertainty whether I am obliged to leave or whether it is my right to remain, I cannot be otherwise than greatly anxious that my claim receive your consideration as early as possible, and that being made acquainted with the result I may act accordingly.

I have furthermore the honor to state, for convenience of reference, I forward a copy of the statement laid by me before you, under date 14th May, 1867. See letter, 14 May, 1867.

I have, &c.,
The x mark of JOHN CROSS.
Witness to mark,—GEORGE GREGORY.

Mr. Licensed Surveyor Dowe to report hereon immediately.—W.R.D., B.C., 16 July, 1867.—40.
To be returned.

No. 7.

THE UNDER SECRETARY FOR LANDS TO MR. JOHN CROSS.
Department of Lands,
Sydney, 6 July, 1867.

SIR,

Your letter of the 14th May last, on the subject of a certain portion of land, 50 acres, which you desire to conditionally purchase, on the Woolshed Run, near Bundarra, has been referred to Mr. Licensed Surveyor Dowe, with a request that he will expedite his report, upon receipt of which you will be further communicated with. No. 4.

I have, &c.,
M. FITZPATRICK.

No. 8.

MR. LICENSED SURVEYOR DOWE TO THE SURVEYOR GENERAL.
Camp Carroll,
30 July, 1867.

SIR,

In compliance with blank covers 67/28, dated May 1st, and 67/40, dated 16th July, I beg to inform you that I visited Cross's C.P. with the intent to measure it on the 17th of this month, and ascertained that it had been previously surveyed by Mr. Surveyor Simpson (although in the county of Darling).

2. The improvements consist of a hut and kitchen, value, £16; barn, £8; yards, £15; and dairy, value £4, with garden about 1 acre, planted with fruit trees, and cultivated paddock.
3. From what I could learn by questioning the overseer of the Woolshed Run and the applicant's wife (the applicant not being at home), it appears that the former lessee of the run (Mrs. Hughes) leased the land in question to the applicant, together with some cattle, for the purpose of keeping a dairy, and that the applicant erected the improvements for his own convenience, for the purpose of carrying out his part of the contract.
4. That when the present proprietor (Mr. Munro) took possession of the run, he sent two flocks of sheep to the place, and engaged the applicant and his family to shepherd them.
5. That having disagreed upon some matter, the applicant was either discharged or left, and was served by a notice from Mr. Munro to leave the place, which he refused to do, and subsequently applied for it as a conditional purchase, under clause 13, Land Act.

I have, &c.,
GEORGE DOWE.

Submitted that the conditional purchase should be received.—R.D.J., 19 Sept., 1867.
Approved—J.B.W., 22 Oct. Inform applicant.

No. 9.

THE UNDER SECRETARY FOR LANDS TO MR. JOHN CROSS.
Department of Lands,
Sydney, 31 October, 1867.

SIR,

Referring to a letter from this department, dated the 6th July last, informing you that the matter of your conditional purchase and improvements on the Woolshed Run, Bundarra, had been referred for the report of the surveyor, I am directed to inform you that under that report now received, your conditional purchase will stand. 50 acres at Tamworth, 28 March. 1867.

I have, &c.,
M. FITZPATRICK.

No. 10.

A. MUNRO, ESQ., TO THE MINISTER FOR LANDS.
Singleton, 27 November, 1867.

SIR,

With reference to the conditional purchase of John Cross in the Woolshed Station, Bundarra, I have the honor to inform you—

That I am the owner of the Woolshed Station, having purchased it from Mrs. Hughes some time back. That the man Cross was allowed by Mrs. Hughes to occupy that portion of the Woolshed Run which he has selected, and to make improvements thereon, in consideration of having the use of a number of Mrs. Hughes' cows for dairy purposes, and that the improvements made by Cross under the agreement were Mrs. Hughes', which were sold to me by that lady when I purchased the Woolshed Station; and I hold an agreement from Cross that he would vacate the land as soon as my purchase from Mrs. Hughes was completed; but I find that he has been allowed wrongfully to conditionally purchase the land, and now refuses to leave the place. The improvements on the land are worth £70 at their lowest value. Will you be pleased to inform me why the man Cross has been allowed to select the land on which my improvements stand, thus depriving me of the use of my sheep-station?

I have, &c.,
ALEX. MUNRO.

No. 11.

MESSRS. MULLEN & GORRICK TO THE MINISTER FOR LANDS.

West Maitland,
20 December, 1867.

SIR,

We are requested by Mr. Alexander Munro to communicate with you relative to an application of one John Cross to select 50 acres of land, portion of Mr. Munro's Woolshed Station, Bundarra.

It appears that Cross, by lease in June, 1863, rented this land (*inter alia*) as a tenant, and of course all the improvements on the property belonged to Mr. Munro, as Cross was bound to leave them there at the end of his term.

We are also instructed that the improvements are of the value of £100, and therefore Cross must have made some misrepresentations to enable him to free-select his land; and therefore we respectfully request, on behalf of Mr. Munro, that you will be pleased to have inquiries made relative to Cross' application before the Government finally accept his application.

We have, &c.,
MULLEN & GORRICK.

No. 8.

The writers should perhaps be informed of the purport of Mr. Licensed Surveyor Dowe's report, and of the decision thereupon.—6/3/68, W.W.S.

Yes.—18.

Before this case is acted upon I beg to submit it to the Under Secretary, with regard to the statement in Mr. Munro's letter enclosed as underlined. Although it is very undesirable, if it can be avoided, to disturb an application which has been accepted as valid, it is so apparent from this correspondence that Cross has acted dishonestly towards his former employer, that intimation might perhaps be made to Mr. Munro that, if he can prove to the satisfaction of the Government that the improvements (which were valued over £40) belonged to the lessee of the run at the time of selection, the C.P. will be cancelled. If he cannot prove this, he can only, I conclude, seek his remedy at law as against Cross, or at any rate, the Government cannot take any cognizance of the matter alleged against him.—W.W.S., 25 Dec., '67.

Approved.—J.B.W., 28 March, '68.

No. 12.

THE UNDER SECRETARY FOR LANDS TO MESSRS. MULLEN & GORRICK.

Department of Lands,
Sydney, 4 April, 1868.

GENTLEMEN,

With reference to your letter of the 20th December last, on behalf of Mr. Alexander Munro, stating that the selection of the 50 acres made by John Cross on that gentleman's run was improved to the value of £100, I am directed to inform you that, if Mr. Munro can prove to the satisfaction of the Government that the improvements belonged to the lessee of the run at the time of selection the conditional purchase will be cancelled.

2. If this cannot be done, the only course open to Mr. Munro will be to seek his remedy at law as against Cross, it not being in the power of the Government to take cognizance of the breach of agreement alleged against him.

I have, &c.,
M. FITZPATRICK.

No. 13.

MESSRS. MULLEN & GORRICK TO THE MINISTER FOR LANDS.

West Maitland, 11 April, 1868.

SIR,

We have the honor to acknowledge receipt of yours of the 4th instant, relative to Mr. Munro's application *re* Cross's selection, and stating that if Mr. Munro can prove to the satisfaction of the Government that the improvements belonged to the lessee of the run at the time of selection, the conditional purchase would be cancelled. May we respectfully request to be informed in what way the Government will accept such proof, either by declaration of parties taken before a Justice, or by certificates of valuation, or how, as we are in a position to satisfy the Government on that point.

At the time of the selection there was erected on it a four-roomed cottage and kitchen, a garden and orchard, stockyard, barn, piggery and dairy, and two paddocks of about 20 acres, fenced in and partly cleared—all the property of Mr. Munro.

We have, &c.,
MULLEN & GORRICK.

See letter.
20 Dec., 1867.

Applicants wish to know whether declaration of parties before a Justice will be accepted as proof of ownership of the improvements at date of selection.—W.W.S., 18 April.

The declaration of other persons than those interested should be taken.—J.B.W., July.

Mullen and Gorrick should be again written to with reference to their statement in the last paragraph of the within letter, that the improvements named were "all the property of Mr. Munro." He could hardly possess all the improvements named without *somebody* being aware of it, and the certificate of any *respectable* parties (say two) who were so aware would be sufficient.—J.B.W., 14 July.

No. 14.

7

No. 14.

C.P. No. 68/1165. Land Agents, No. 34.

[Alienation Act, sect. 21.]

Application for the C.P., without competition, of 50 acres unimproved Crown Land, under section 21 of the Lands Alienation Act of 1861.

Received by me, with a deposit of £12 10s., this 14th day of May, 1868, at 10 o'clock.

JNO. McDONALD,
Agent for the Sale of Crown Lands at Tamworth.

MR. J. CROSS to THE LAND AGENT, TAMWORTH.

14 May, 1868.

SIR,

I am desirous of purchasing, without competition, under 21st section of the Crown Lands Alienation Act of 1861, the portion of unimproved Crown Land hereunder described, containing 50 acres, which adjoins my C.P. of 50 acres, made on 28th March, 1868; and I herewith tender the sum of £12 10s., being a deposit at the rate of 5s. per acre on the area for which I apply.

I am, &c.,

his
JOHN × CROSS,
mark
Bundarra, farmer.

Description.

County of Darling, parish of ———, 50 acres, adjoining to and on the north side of applicant's first C.P. of 50 acres, on the Woolshed Run.

Mr. E. P. Mann (if first C.P. is satisfactory) to measure, if unobjectionable.—B.C., 24 July, 1868.

J. S. ADAM.
(For Surveyor General.)

No. 15.

THE UNDER SECRETARY FOR LANDS to MESSRS. MULLEN & GORRICK.

Department of Lands,
Sydney, 13 June, 1868.

GENTLEMEN,

In reply to your letter of the 11th April last, inquiring, on behalf of Alexander Munro, what proof the No. 13. Government will accept as the ownership of the improvements on Cross's conditional purchase at the Woolshed Creek, at the date of selection, and whether a declaration before a Magistrate will be sufficient, I am directed to inform you that the declaration or certificate of any other than the parties interested, say two other respectable parties, will be accepted.

I have, &c.,
M. FITZPATRICK.

No. 16.

THE UNDER SECRETARY FOR LANDS to MESSRS. MULLEN & GORRICK.

Department of Lands,
Sydney, 31 July, 1868.

GENTLEMEN,

With reference to the matter of John Cross's selection by Alexander Munro's improvements in his Woolshed Run at Bundarra, about which you wrote to this department under date the 11th April last, mentioning a variety of improvements, and stating that they were all the property of Mr. Munro, I am instructed to observe that if this were the case it would hardly fail to be known to some respectable persons, any two of whom could certify to their being Mr. Munro's property; and that if that certificate was considered satisfactory by the Government, it would authorize them in cancelling Cross's conditional purchase at once.

I have, &c.,
G. T. ARMYTAGE.
(For the Under Secretary.)

No. 17.

MR. J. CROSS to THE CHIEF COMMISSIONER OF CROWN LANDS.

Bundarra, 24 August, 1868.

SIR,

Having been served with a copy of a document which I send you a correct copy of, purporting to come from the Crown Lands Office, which Mr. Urquhart serves two months after the date, in the absence of myself, bringing with him a Mr. Whalley and Huxham, and another interested party, Mr. Alexander Munro, junior, showing them eighteen months' improvements since the date of selecting the same lands, Mr. Huxham, one of the persons, being anything but a responsible or a fit arbitrator, as he has neither residence or situation, and could not be looked on as a fit and proper person in such matters; as we have selected 50 acres of land, which we have paid for and hold receipt for the same; and as it is not surveyed, we are encroached upon by sheep. We pray your attention to send me an authority for the surveyor of land at Tamworth now on the subject.

Your obedient servant,
JOHN CROSS.

[Enclosure.]

[Enclosure.]

The Under Secretary for Lands to Messrs. Mullen & Gorrick.

Department of Lands,
Sydney, 13 June, 1868.

Gentlemen,

In reply to your letter of 11th April last, inquiring, on behalf of Alexander Munro, what proof the Government will accept as to the ownership of the improvements on Cross's conditional purchase at the Woolshed Creek, at the date of selection, and whether a declaration before a Magistrate would be sufficient, I am directed to inform you that the declaration or certificate of any other than the parties mentioned, say two other respectable parties, will be accepted.

I have, &c.,
M. FITZPATRICK.

No. 18.

MESSRS. MULLEN & GORRICK to THE MINISTER FOR LANDS.

West Maitland, 15 September, 1868.

Re Munro and Cross.

SIR,

We have the honor to enclose you certificates of Messrs. Huxham & Whalley, J.P., as to the valuation of the improvements on the land first selected by Cross on Mr. Munro's station.

We regret the delay that has taken place, but trust that it will be in sufficient time to prevent the grant being issued to Cross.

We have, &c.,
MULLEN & GORRICK.

Forwarded to the Under Secretary for Lands.—A.O.M., Crown Lands Office, B.C., 2 Sept., 1868.

[Enclosures.]

Messrs. Huxham and Whalley to A. Urquhart, Esq.

Bundarra, 20 August, 1868.

Sir,

Having been, on the 19th of this month, upon the Woolshed Run, at your request, for the purpose of valuing certain improvements pointed out by you to us, and at present inhabited and in the occupation of John Cross, we conjointly consider that, in their present condition, they are worth seventy pounds sterling (£70); but we beg further to remark, that had they been kept in proper repair, they would have been worth considerably more.

We are, &c.,
F. P. HUXHAM & FRANCIS WHALLEY, J.P.

On the 1st day of September, in the year one thousand eight hundred and sixty-eight, Alexander Urquhart, of Woolshed, in the Colony of New South Wales, superintendent, being duly sworn, maketh oath and saith as follows:—All the improvements shown by me to Messrs. Whalley & Huxham, as the property of Alexander Munro, were on the land selected by John Cross before he selected the said land, and were in better order than they are now.

ALEXR. URQUHART.

Sworn by the deponent, on the day first above written,
at Bundarra, before me,—MICHAEL HAYES,
A Commissioner for Affidavits.

If the enclosed affidavit (that of Mr. Urquhart) is considered as satisfactory evidence of the improvements on Cross's selection being the property of the lessee of the run, the C.P. should be at once cancelled, unless the value of the improvements is disputed, which does not appear to be the case. The other affidavit contains nothing as to the question of ownership.—W.W.S.

C.P. to be cancelled.—5th Decr., W.F.

No. 19.

MR. LICENSED SURVEYOR MANN to THE SURVEYOR GENERAL.

Sydney, 21 December, 1868.

SIR,

* Appendix B.

I have the honor to transmit a plan* showing the position of a portion of land situated on the Woolshed Run, county of Darling, being the land applied for by John Cross, under section 21, Crown Lands Alienation Act of 1861, containing 50 acres.

Soil	Decomposed granite.
Water	May be obtained.
Timber	Gum and peppermint.
Name of run	Woolshed.
Survey completed...	28th October, 1868.

Cross resides on his first C.P. of 50 acres, which is improved by building, clearing, fencing, and cultivation, to the value of £60. The improvements on the additional C.P. consist of clearing to the value of £10.

I have, &c.,
EDW. P. MANN,
Licensed Surveyor.

Letter of Instructions, B.C., July 24th, 1868/47. C.P., 68/1165.

No. 20.

9

No. 20.

THE UNDER SECRETARY FOR LANDS to MR. J. CROSS.

Department of Lands,
Sydney, 31 December, 1868.

SIR,

I am directed to inform you that the application made by you at Tamworth, on the 28th March, 1867, for the conditional purchase of 50 acres, has been cancelled, in consequence of the land containing improvements the property of the lessee of the run.

2. Enclosed is a form which on being filled up and forwarded to the Treasury, with the authority signed by you, together with your deposit receipt and a penny duty stamp, will enable you at once to obtain the refund of the deposit paid on account of the above.

I have, &c.,
M. FITZPATRICK.

[Enclosure.]

The Consolidated Revenue Fund *Dr. to* John Cross.

For a refund of the deposit paid by him on a Conditional Purchase of 50 acres of land selected on the Tamworth, and now cancelled.	
	Amount to be refunded.
Amount of deposit paid on 50 acres	12 10 0
This deposit was credited to the Consolidated Revenue Fund, on Audit Office, Sydney, 187 .	187 .

MICL. FITZPATRICK,
Under Secretary for Lands.

I hereby authorize and direct the above-mentioned amount to be paid on my behalf to the Bank of
to the credit of
Witness—

Purchaser.

£ stg.

RECEIVED on the shillings and day of 187, from the above sum of pounds
pence sterling, on behalf of Bank of Teller,

No. 21.

THE UNDER SECRETARY FOR LANDS to THE LAND AGENT AT TAMWORTH.

Department of Lands,
Sydney, 30 December, 1868.

SIR,

I am directed to inform you that the application of John Cross, on the 28th March, 1867, for the conditional purchase of 50 acres of land, has been cancelled, the land containing improvements the property of the lessee of the run.

2. A form for refund of deposit has been forwarded for the signature of the applicant, the nature of which you will be so good as to explain to him, if required.

I have, &c.,
M. FITZPATRICK.

No. 22.

AFFIDAVIT.

In the Colony of New South Wales.

I, John Cross, of near Bundarra, in the Colony of New South Wales, farmer, do solemnly and sincerely declare that, in the year one thousand eight hundred and sixty-three I obtained permission from one Edward Newton, then Superintendent of the Woolshed Run, near Bundarra aforesaid, to occupy a few acres of land situate on the said run.

I took possession of the said land on the 7th day of July, 1863, and occupied it from that time to the present. On the 28th day of March, one thousand eight hundred and sixty-seven, I selected the said land, namely 50 acres, and paid the deposit. At the time I took possession of the land as aforesaid there were no improvements of any kind thereon, and all the improvements that have been erected and made thereon since that time have been erected and made by me at my own expense and cost. And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of an Act made and passed in the 9th year of the reign of her present Majesty, intituled "*An Act for the more effectual abolition of Oaths and Affirmations taken and made in various Departments of the Government of New South Wales to substitute Declarations in lieu thereof and for the suppression of voluntary and extra-judicial Oaths and Affidavits.*"

his
JOHN × CROSS.
mark

Made and subscribed by affixing his mark by the declarant, this twenty-ninth day of January, one thousand eight hundred and sixty-nine, the contents of the within declaration having been previously read over to the declarant, and he appearing to me to understand the same.

J. W. A. WHITE,
A Commissioner for Affidavits.

No. 23.

AFFIDAVIT.

In the Colony of New South Wales.

I, EDWARD NEWTON, of Barraba, in the Colony of New South Wales, storekeeper, do solemnly and sincerely declare, that in or about the year one thousand eight hundred and sixty-three, I was Superintendent of the run or station called Woolshed, situate near Bundarra, in the Colony of New South Wales. That in or about that year I did, with the consent of Mrs. Esther Hughes, the then proprietress of the said run, give permission to one John Cross, of near Bundarra, aforesaid, farmer or dairyman, to occupy a portion of land on the said run, in consideration of his, the said John Cross, breaking and quieting the said Mrs. Hughes' cattle. That the said John Cross, did, on or about the 7th day of July, one thousand eight hundred and sixty-three, occupy the said piece of land known as the Top Station, namely, that which he is now in possession of. That at the time the said John Cross took possession of the same land in pursuance of such permission, there were no improvements of any kind thereon excepting the frame of an old hut. That the said run or station was sold in the year one thousand eight hundred and sixty-six; that at the time of such sale, all the improvements erected and made on the portion of land occupied by the said John Cross, as aforesaid, were not erected and made at the cost and expense of the then owners of the said run, but as I verily believe, at his, the said John Cross' own expense and cost. And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of an Act made and passed in the ninth year of the reign of Her present Majesty, intituled "*An Act for the more effectual abolition of Oaths and Affirmations taken and made in various Departments of the Government of New South Wales to substitute Declarations in lieu thereof and for the suppression of voluntary and extra-judicial Oaths and Affidavits.*"

EDWARD NEWTON.

Made and subscribed by the declarant, this first day of February, one thousand eight hundred and sixty-nine, at Tareela, before me,—

JOB W. CHEESBROUGH, J.P.

Cross's application was cancelled in December, 1868. These declarations would appear therefore to be *in reply* to letter of cancellation: they seem to sustain Cross's case very strongly. Can the matter be re-opened? If so, I should suggest Mr. Munro being advised to produce the agreement spoken of—that Cross should vacate the land when the former purchased. Perhaps however this is a matter which should now be settled between the parties at law.

W.W.S., 10th March.

Mr. Munro may be asked to produce the the agreement as suggested.—W.F., Mar. 15, '69.

No. 24.

THE UNDER SECRETARY FOR LANDS TO A. MUNRO, Esq.

Department of Lands,
Sydney, 2 April, 1869.

SIR,

John Cross who conditionally purchased certain land on your Bundarra Run, and Edward Newton, the Superintendent of the run for Mrs. Hughes, having both forwarded declarations to the effect that all the improvements on the said selection were made by Cross, and at his expense alone, I am directed to refer you to your letter of the 27th November, 1867, in which you state that you hold an agreement from Cross that he would vacate the land as soon as your purchase of the run from Mrs. Hughes was complete, and to suggest that you had better submit this agreement for the information of the Secretary for Lands.

I have, &c.,

M. FITZPATRICK.

No. 10.

No. 25.

MESSRS. MULLEN & GORRICK TO THE SECRETARY FOR LANDS.

West Maitland,
16 April, 1869.

SIR,

Referring to your letter of the 2nd instant, requiring the agreement from Cross that he would vacate the land in question, we beg to say that immediately Mr. Munro returns from Bundarra, where he at present is, the same shall be forwarded to you.

We have, &c.,

MULLEN & GORRICK.

No. 26.

MESSRS. MULLEN & GORRICK TO THE SECRETARY FOR LANDS.

West Maitland, 17 July, 1869.

Re Munro and Cross.

SIR,

Referring to your letter to our client, Mr. Munro, under date the 2nd April last, noted in the margin, we now beg to forward for your information an original affidavit made by Mr. Edward Newton, on the 13th instant, of the fact that the agreement therein referred to was made between John Cross and Mr. Munro. The agreement itself has been mislaid or lost, and we could not obtain Mr. Newton's affidavit earlier. We shall be in a position to furnish you with the affidavit of Mr. Lawry, who was Superintendent of the Station, in a few days.

We have, &c.,

MULLEN & GORRICK.

This had better wait the receipt of Mr. Lawry's affidavit.—30/7/69.

In a fortnight, if affidavit had not since been received.—W.W.S., 2 Aug.

69/1438,
i.e. No. 24.

[Enclosure.]

[Enclosure.]

New South Wales to wit.

On the thirteenth day of July, in the year of our Lord one thousand eight hundred and sixty-nine, Edward Newton, of Barraba, in the Colony of New South Wales, storekeeper, being duly sworn, maketh oath and saith as follows:—That in the year one thousand eight hundred and sixty-three I was Agent for Mrs. Esther Hughes of Sydney, and about that time did make an agreement with John Cross, dairyman, which agreement was duly signed and witnessed, to the effect that the said John Cross should proceed to a station known as the Top Station, being a portion of the said Mrs. Esther Hughes' station known as the Woolshed Station, in the district of Liverpool Plains; that the said John Cross did agree to milk cows and break them in to the said run, (and their increase); and as a consideration for which duties he, the said John Cross, was to receive the whole produce of such dairy, namely, butter, cheese, and other such dairy produce, and to be allowed to grow wheat, &c., for his family. The said John Cross further agreed to build at his own cost such improvements as he would require for such dairying purposes. This agreement was for a term of three years from some date in 1863. The said John Cross did then and there bind himself at the expiration of the said three years to give up quiet and peaceable possession of the same, with all improvements thereon made or erected, free of any charge whatever, to the said Mrs. Esther Hughes or the Agent.

EDWARD NEWTON.

Sworn by the deponent on the day first above mentioned, at Barraba, before me,—

D. SINCLAIR,
Commissioner for Affidavits.

No. 27.

MESSRS. MULLEN & GORRICK TO THE SECRETARY FOR LANDS.

West Maitland,
2 August, 1869.

SIR,

Referring to our letter to you of the 17th instant, in the matter of Munro & Cross, we now beg to forward original affidavit of Mr. Thomas Lawry.

We are, &c.,
MULLEN & GORRICK.
Pro J. GALLOTT.

[Enclosure.]

Sydney, 19 July, 1869.

I CERTIFY upon oath that I handed over to Mr. A. Munro an agreement drawn and signed by Mr. E. Newton and John ^{his} × Cross, and witnessed by myself, Thos. Lawry, to the effect that John Cross should give up quiet and peaceable possession at the expiration of three years, together with all improvements thereon. The improvements were put up by Cross in consideration for having the cows to milk.

Sworn before me at Sydney, the 13th day of July, 1869,—
J. V. BARNARD, J.P.

THOS. LAWRY.

No. 28.

MESSRS. MULLEN & GORRICK TO THE MINISTER FOR LANDS.

West Maitland,
10 August, 1869.

SIR,

Referring to our letter to you of the 2nd instant, in the matter of Munro & Cross, we now beg to forward you original declaration of Mr. Alexander Munro.

We have, &c.,
MULLEN & GORRICK.

These declarations are now furnished in reply to letter to Munro, written on the Minister's decision 69-1438. ^{No. 24.} From them it would appear to be a legal question of title to improvements which were evidently made by Cross, but as evidently made for the owner of the run, in consideration of being allowed to use the owner's cattle for dairy purposes.

The loss of the lease from Munro to Cross may probably weaken Munro's claim. Can the matter be decided in this department, or should it be referred to Crown Solicitor? Perhaps however the parties might be allowed to fight it out—further action being stayed pending decision.—25th August.

*Submitted that, under the affidavits, &c., now forwarded, the cancellation of the C.P. by Cross should stand. W.W.S., 27th August.

Approved.—W.F., Sept. 2/69.

[Enclosure.]

New South Wales.

I ALEXANDER MUNRO, of Singleton, in the Colony of New South Wales, grazier, do solemnly and sincerely declare as follows:—

1. I have read the declaration made by Edward Newton, on the 13th day of July last, which declaration is correct in every particular.
2. I cannot account for the loss of the lease between John Cross and myself since I had shown the same to Mr. Mullen at Singleton. I have made every search to procure the document, and Mr. Mullen informs me that he has done the same, and I believe the information to be true; but the effect of Mr. Newton's declaration contains the true and full meaning of my agreement with the said John Cross; he was my tenant on that land, and I have never foregone any interest of or in the freehold. I estimate the value of the improvements at £100 at the least.

And

And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of an Act made and passed in the ninth year of the reign of Her present Majesty, intituled "*An Act for the more effectual abolition of Oaths and Affirmations taken and made in various Departments of the Government of New South Wales and to substitute Declarations in lieu thereof and for the suppression of voluntary and extra-judicial Oaths and Affidavits.*"

ALEX. MUNRO.

Declared at Maitland aforesaid, the tenth day of August, in the year of our Lord one thousand eight hundred and sixty-nine, before me,—

W. LIPSCOMBE, J.P.

No. 29.

THE UNDER SECRETARY FOR LANDS TO MR. J. CROSS.

Department of Lands,
Sydney, 14 September, 1869.

SIR,

Nos. 23. & 24.

Referring to the declarations made by Mr. Newton and yourself, and forwarded by you, under date respectively the 1st February and 29th January of the present year, as to the improvements on your C.P. noted in the margin, having been erected at your own cost and trouble,—I am directed to inform you that, as from a further declaration of Newton's and also from declarations of Mr. Lawry and Mr. Munro, it is quite evident that the improvements erected by you were a part of the consideration for which you were allowed the produce of the then lessee's cows and the temporary occupation of the land, they must be held to be the property of the lessee of the run, and the cancellation of your conditional purchase must stand.

50 acres at
Tamworth, on
28th March,
1867.

2. You will however be allowed to retain the additional purchase made by you on the 14th May, 1868, which may be altered to the 13th clause, provided that you at once state whether you are willing to fulfil the condition of residence required by that clause, otherwise it also will be cancelled.

I have, &c.,
M. FITZPATRICK.

No. 30.

THE UNDER SECRETARY FOR LANDS TO MESSRS. MULLEN & GORRICK.

Department of Lands,
Sydney, 14 September, 1869.

GENTLEMEN,

No. 28.

Referring to your letter of the 10th ultimo, forwarding a declaration by Alexander Munro, and to the previous correspondence in the matter of John Cross' conditional purchase on the Woolshed Station, Bundarra, I am directed to inform you that the Secretary for Lands has now decided that the cancellation of Cross's purchase shall stand.

I have, &c.,
M. FITZPATRICK.

Cross was informed, on the 14th September, that he might retain the additional C.P. (which would be altered to 13th section) provided he at once stated whether he was willing to fulfil the residence condition in respect thereof. He having made no reply, additional C.P. may now be cancelled.—1st December, 1869.

I think the Land Agent had better be requested to ascertain the state of the case (*i.e.* as regards the C.P.) before cancellation.—W.W.S., 6 Decr., /69.

The Agent not having replied to letter of 12 December last, should be reminded.—19/3/70.

The neglect of Land Agents, in some instances, to reply to letters from this department within a reasonable time greatly delays the disposal of cases.—25/3/70.

Inform, calling upon him to explain delay.—A.O.M., 25.

No. 31.

THE UNDER SECRETARY FOR LANDS TO THE LAND AGENT, TAMWORTH.

Department of Lands,
Sydney, 22 December, 1869.

SIR,

No. 21.

Referring to an additional purchase made by John Cross on the 14th May, 1868, in virtue of a purchase, the cancellation of which was notified to you on the 30th December, 1868, I am directed to request that you will if possible ascertain whether Cross is resident thereon, or *where* he is residing, preparatory to cancelling the said additional purchase.

I have, &c.,
G. J. ARMYTAGE.
(For the Under Secretary.)

No. 32.

THE UNDER SECRETARY FOR LANDS TO THE LAND AGENT, TAMWORTH.

Department of Lands,
Sydney, 7 April, 1870.

SIR,

On the 22nd December, 1869, you were written to from this department to report on the matter of John Cross's occupation of certain land selected by him as an additional purchase on the Woolshed Run. I am directed now to observe that the neglect of Land Agents, in some instances, to reply within a reasonable time to letters from this department greatly delays the disposal of cases, and to request you will explain the delay in this instance.

I have, &c.,
A. O. MORIARTY.

No. 33.

13

No. 33.

THE LAND AGENT, TAMWORTH, TO THE UNDER SECRETARY FOR LANDS.

Police District of Tamworth,
8 April, 1870.

SIR,

Referring to your letter of the 22nd December last, requesting that I would if possible ascertain whether John Cross is residing on an additional conditional purchase of 40 acres, made on the 14th May, 1868, or No. 31. where he is residing,—in reply, I beg to forward herewith a letter which I have received from Mr. H. Urquhart, who is in charge of the Woolshed Station, from which you will see that Cross is residing on the original selection, and not on the additional one. I applied to Cross himself for information, but he has failed to give me a reply. Cross resides at a distance of about 100 miles from here, in an out-of-the-way place, so that it takes a long time to get letters from him.

I have, &c.,

JNO. M'DONALD,
Land Agent.

[Enclosure.]

Mr. H. Urquhart to The Land Agent, Tamworth.

Woolshed Station,
3 March, 1870.

My dear Sir,

I have made inquiries concerning John Cross, and from what I hear he is still on the disputed selection, and there is not the least appearance of him removing. I have not been to the house to see, but in passing I can always see them there. I have also been told by people that have stayed there at night that they are in the old house.

I remain, &c.,

H. URQUHART.

No. 34.

THE LAND AGENT, TAMWORTH, TO THE UNDER SECRETARY FOR LANDS.

Police District of Tamworth,
28 April, 1870.

SIR,

Referring to your letter of 7th instant, No. 70-572, requesting me to explain the delay in replying to your letter of the 22nd December last, I beg to explain as follows:—On receipt of your letter of the 22nd December, I applied to Cross himself for the information required, but he failed to answer me; and on his failing to answer me I applied to Mr. H. Urquhart (the only other person to whom I could apply), and on receipt of his letter containing the necessary information I forwarded it to you.

Cross resides in an out-of-the-way locality, about 100 miles from here, near the borders of the three Districts of Liverpool Plains, Gwydir, and New England, and Cross and Urquhart were the only persons to whom I could apply for information.

I have, &c.,

JNO. M'DONALD,
Land Agent.

The original C.P. made by Cross was cancelled on the 30th December, 1868, on account of its containing improvements, the property of the lessee of the run. Cross was informed (let. 69/9456) that he could retain the additional C.P. if he chose to reside on it, and have it altered to a C.P. under the 13th section. He has never replied; and it appears from the enclosed letter that he still retains possession of and resides upon his cancelled C.P. No complaint has however been received. Should the additional C.P. be now cancelled, as having been made in virtue of a cancelled C.P.?—21st.

There seems no alternative.—27.

Approved.—C.C., 19 July, /70.

No. 35.

THE UNDER SECRETARY FOR LANDS TO MR. JOHN CROSS.

Department of Lands,
Sydney, 8 August, 1870.

SIR,

I am directed to inform you that the application made by you, at Tamworth, on the 14th May, 1868, for the conditional purchase of fifty acres of land, has been cancelled, having been made in virtue of a cancelled C.P.

2. Enclosed is a form which, on being filled up and forwarded to the Treasury with the authority signed by you, together with your deposit receipt and a penny duty stamp, will enable you at once to obtain the refund of the deposit paid on account of the above.

I have, &c.,

W. W. STEPHEN.

TRACING

from Plan of Survey of 50 acres of the

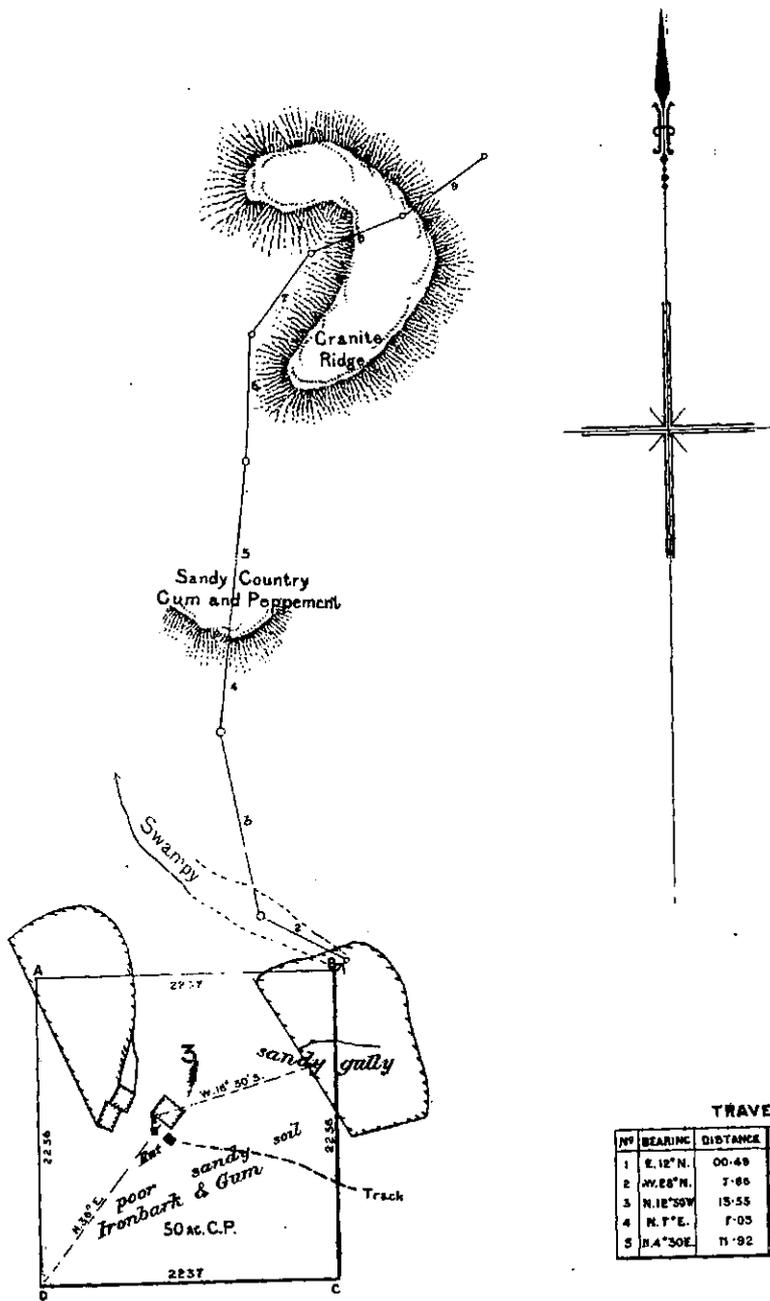
WOOLSHED RUN

applied for to purchase by John Cross under the 13th Clause of the C.L.A. Act of 1861.

PARISH OF BUNDARRA, COUNTY OF DARLING

MEAS^d APRIL/61.

SCALE OF CHAINS



CORNERS.

COR.	BEARING	FROM	LINKS	N ^o ON TREE
A		CUM AT CORNER		1
B	W. 12° S.	"	69	2
C	E. 16° S.	"	24	3
D	E. 44 S.	"	35	4

TRAVERSE.

N ^o	BEARING	DISTANCE	N ^o	BEARING	DISTANCE
1	E. 12° N.	00.49	6	N. 2° 30' E.	7.74
2	N. W. 28° N.	7.86	7	N. 32° E.	7.83
3	N. 18° 30' W.	15.55	8	E. 20° 30' W.	7.25
4	N. 7° E.	7.05	9	E. 34° W.	8.46
5	N. 4° 30' E.	11.92			

NOTES.

The improvements are in a dilapidated condition. John Cross is resident. See my letter 6764. The paddocks are fenced with boughs and the trees have been rung but not cleared. Part has been cultivated.

(Sig. 449)

PHOTOLITHOGRAPHED AT THE GOVT. PRINTING OFFICE, SYDNEY, N. S. WALES.

PLAN
of 50 acres of land on the
WOOLSHED RUN, COUNTY OF DARLING,
applied for by John Cross
under the 21st Clause of the Crown Lands Alienation Act of 1861.
PARISH OF BUNDARRA.

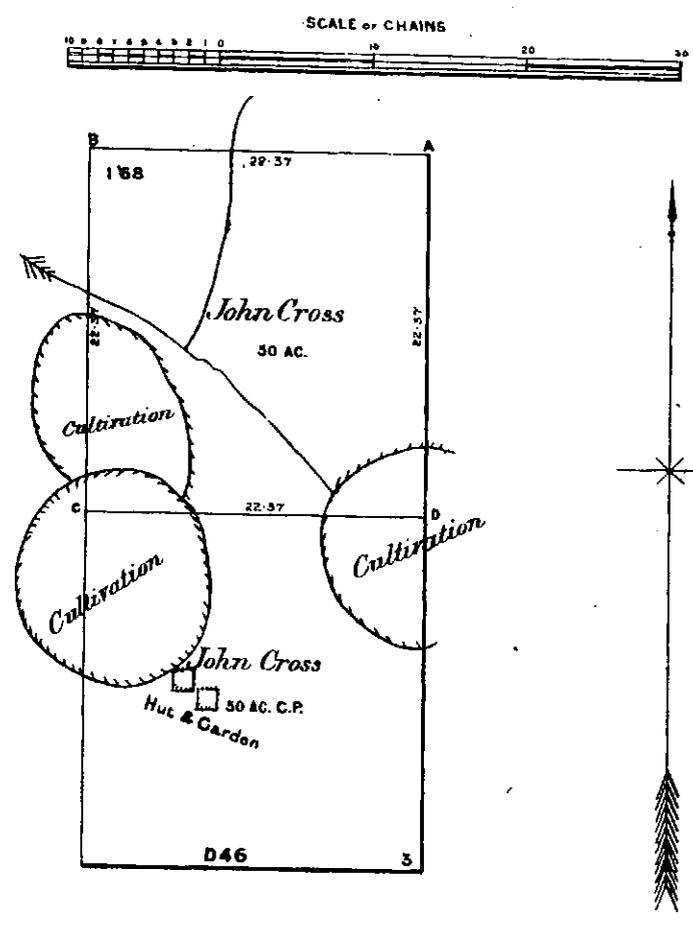


TABLE OF CORNERS				
	BEARING	LINKS	FROM	TO POINT
A	—	—	STAKE	—
B	291°	81	PEPPT	1 OF '68
C	—	—	CUM	5-1 OF '68
D	256°	30	"	5-1 OF '68

*Soil, decomposed Granite.
Water may be obtained.
Timber, Gum and Peppermint.
Surveyed 28th October, 1868.
Circumferentor used.
Woolshed Run.*

(Sig. 449)

*Transmitted to the Surveyor General with my letter
of the same number and date.*

December 21st 1868/107.

*(Signed) Edward P. Mann,
Licensed Surveyor.*

PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE,
SYDNEY, N. S. WALES.

1870-71.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

CROWN LANDS.

(CORRESPONDENCE, ETC., RESPECTING CONDITIONAL PURCHASE OF MR. THOMAS GREEN, AT MOOROOWOLEN.)

Ordered by the Legislative Assembly to be Printed, 21 February, 1871.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 1st September, 1870, That there be laid upon the Table of this House,—

“ A copy of all Documents, Minutes, and Correspondence, having reference
“ to a Conditional Purchase made by Mr. Thomas Green, of 40 acres, at
“ Mooroowoolen, in the district of Goulburn, in the year 1867.”

(Mr. Wilson.)

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CROWN LANDS.

No. 1.

APPLICATION for the conditional purchase of unimproved land without competition by Thomas Green, of Marulan, wheelwright. Received with deposit, this 13th day of December, 1866, at 10.15 o'clock, by C. S. Alexander, Land Agent for Goulburn District.

MR. T. GREEN to THE CROWN LANDS AGENT, GOULBURN.

13 December, 1866.

SIR,

I desire to purchase, under the Crown Lands Alienation Act of 1861, without competition, the portion of unimproved Crown Land hereunder described, and I tender herewith a deposit at the rate of 5s. per acre on the area for which I apply.

21 91
£15 0 0

I have, &c.,
THOMAS GREEN.
(By agent—JOHN KELL.)

Sent to Licensed Surveyor Deane in schedule for measurement.—25 January, 1867.

Description.

County of Argyle, parish of Marulan, 60 acres on the west side of the Great Southern Road: Bounded on the east by the Great Southern Road; on the north by the south boundary-line of O. Berresford's C.P. of 100 acres; on the west by the east side of the Wollondilly Road; on the south by the Great Southern Railway. (Lines to contain 60 acres.)

Mr. Deane to report on residence, B.C., 29 July, 1869/137.—Js. A., for S.G.

No. 2.

MR. T. GREEN to THE SURVEYOR GENERAL.

Marulan Railway Camp,
21 January, 1867.

SIR,

I beg to inform you that I have selected a 60-acre block of land fronting the Main Southern Road, and between the 40-acre selection of Obadiah Beresford and the Great Southern Railway, on the frontage of which there are two bark buildings erected, the fence line going directly through the said buildings, occupied by Mrs. Gray and Mrs. Bidwell for the last two years. Would you please to cause the same to be surveyed, or remove the said parties as soon as convenient, as I am desirous of putting up a building and other improvements on the same place now occupied by the parties complained of.

I have, &c.,
THOMAS GREEN.

Mr. Deane should expedite measurement and applicant be informed.—13/3/67.

To Mr. Licensed Surveyor Deane accordingly, with reference to previous instructions.—W.R.D., B.C., 16 April, 1867.

No. 3.

MR. T. GREEN to THE SURVEYOR GENERAL.

Marulan Camp,
15 April, 1867.

SIR,

I am informed by the surveyor in Goulburn that he expects to be down here surveying some time during this month. Would you please be kind enough to give him instructions to survey for me at the same time. It is fronting the Great Southern Road, and bounded by Obadiah Beresford's selection on the one side and by the Great Southern Railway on the other, the southern corner next the railway; the very place where I want to erect my places of business is blocked up by a large sly grog-shop, the fence line joined up to each end of the building which goes directly through. I am informed that I cannot remove this nuisance until the land has been surveyed by Government. I should be very thankful if you would be pleased to give me instructions how to remove the parties complained of, or cause the same to be done.

I remain, &c.,
THOMAS GREEN.

Applicant should be informed Mr. L. S. Deane was instructed on the 25th January last to measure the land if unobjectionable.—16/5/67.

No. 5.

MR. T. GREEN to MR. LICENSED SURVEYOR DEANE.

Marulan Camp,
25 April, 1867.

SIR,

I wrote the Surveyor General asking for a survey to be made on my selection; I received a reply saying the same had been forwarded to you for a report thereon. My object in writing was with a view of removing a sly grog-seller that occupies a certain part of my frontage, the fence line going directly through the building, and in the very place I require for my own purposes. Would you please be kind enough to cause the same to be surveyed as soon as convenient, or remove the parties complained of, as I am very much annoyed with the nuisance of this sly grog-shop and their overflowing closet close to my door.

I remain, &c.,
THOMAS GREEN.

No. 6.

No. 6.

THE UNDER SECRETARY FOR LANDS TO MR. T. GREEN.

Department of Lands,
Sydney, 31 May, 1867.

SIR,

See No. 1.

In reply to your letter of the 15th ultimo, having reference to your land conditionally purchased, I am directed to state that the application for such land was forwarded to Mr. Licensed Surveyor Deane, for him to proceed with the measurement of it on the 25th January last.

I have, &c.,
M. FITZPATRICK.

No. 7.

MR. T. GREEN TO MR. LICENSED SURVEYOR DEANE.

Marulan Camp, 3 July, 1867.

SIR,

I am sorry to have to trouble you again with respect to the measuring of my land, I having received a second reply from the Lands Department, Sydney, on the 31st May, stating that instructions were sent you to proceed with the measurement of this land on the 25th January last; and I am very much annoyed by the delay, in consequence of a certain portion of my frontage being blocked up by a bark building erected thereon, and occupied by one Thomas Bidwell. I have waited for some months back, expecting to see you down to measure, so that I could make my road where I am obstructed by this building. If you cannot make it convenient to come for some time yet, you would confer a kindness on me by sending the party complained of a notice to quit at once. He told me he would stop where he is until he was ordered off; and I think if you would only do this it would have the desired effect, and you could come and measure any time to suit your own convenience. By so doing you will greatly oblige—

Yours, &c.,
THOMAS GREEN.

No. 8.

MR. O. BERRESFORD TO THE SURVEYOR GENERAL.

Marulan, 15 July, 1867.

SIR,

I have the honor to inform you that Mr. Thomas Green has selected about 70 acres of land adjoining where the railway crosses the Great Southern Road, near Marulan, and at the time being part of my pre-emptive right; and on that selection there are improvements to the value of £80 or £90; and according to the Act I am under the impression that that selection must be void. Will you be kind enough to write me on the subject?

I have, &c.,
OBADIAH BERRESFORD.

No. 9.

MR. T. GREEN TO THE SURVEYOR GENERAL.

Marulan, 24 August, 1867.

SIR,

My land, situated between Obadiah Beresford's selection and the Great Southern Railway, having been surveyed by Mr. Surveyor Deane, I beg to inform you that part of my frontage is blocked up with a bark hut being erected thereon directly in the fence-line, and where I want to have my road to and from my premises. It is occupied by one Samuel Morris Bidwell. I desire you to cause the same to be removed at once; and by so doing you will greatly oblige, and save me any further trouble.

I remain, &c.,
THOMAS GREEN.

The survey of Green's land has not yet been received. Mr. L.-S. Deane for report.

B.C., 14 Sept., /67.—P.F.A.

No. 11.

MEMO. BY THE SURVEYOR GENERAL.

Mr. L.-S. Deane is requested to expedite his report upon the conditional purchase application of Thomas Green, forwarded to him by my letter of the 25th January, 1867.

Surveyor General's Office,
Sydney, 13 September, 1867.W. R. DAVIDSON,
Surveyor General.

Plan, &c., forwarded by my letter, No. 67/74, dated September 26th, 1867.—E. R. DEANE.

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No. 12.

MR. LICENSED SURVEYOR DEANE to THE SURVEYOR GENERAL.

Goulburn, 26 September, 1867.

SIR,

I have the honor to transmit herewith the *plan of a portion of land containing 60 acres, numbered 94, in the parish of Marulan, in the county of Argyle, applied for by Thomas Green as a conditional purchase under the 21st clause of the Crown Lands Regulations of 1861, and measured by me on the 19th August last, in accordance with your † letter of instructions, No. 67/6, of the 25th January. * Appendix A.

At the time of survey applicant had effected improvements on this portion on which he resided consisting of a bark hut,—east, and part of west, and half of north boundaries fenced,—worth altogether about £40 sterling. The sheds, office, yard, &c., shown on plan, belong to Mark Faviel, who waives his claim for improvements in favour of Green. The road along north boundary has been reserved (only 50 links wide) to make the area (60 acres) correct; but this width appears to be sufficient for all probable traffic. The east boundary passes through the chimney at back of Bidwell's hut, which hut is on the Main Sydney Road, and as far as I can see does not interfere with Green in any way, and being only a temporary erection will be abandoned upon the completion of the railway works. † Printed form of instructions (no copy kept) with schedules of lands for measurement.

I have, &c.,
E. R. DEANE.

No. 13.

MR. T. GREEN to THE SECRETARY FOR LANDS.

Marulan Camp, 6 October, 1867.

SIR,

I am sorry that I am compelled to call your attention to the inconvenience and trouble I am suffering by a person named Samuel Morris Bidwell, occupying and living in a bark hut erected on the frontage of my land, the fence line going directly through the chimney situated between Obadiah Beresford's selection and the Great Southern Railway, at Marulan Camp, the same having been surveyed. I have applied to Magistrates, and lastly to Mr. District Twynam, of Goulburn, and I am sorry to say without any result in having the said party removed. I am putting up a building, and I require a road through where this man is blocking up and keeping in possession in spite of all I can do. This bark hut was erected when I selected the ground, but had not been occupied until after I selected it. Therefore, I trust you will cause this place to be removed as soon as possible, and I shall ever pray.

I remain, &c.,
THOMAS GREEN.

Surveyor General—B.C., 9th October, 1867.—M.F.

No. 14.

MR. T. GREEN to THE SURVEYOR GENERAL.

Marulan Camp, 27 October, 1867.

SIR,

I beg to call your attention that the frontage of my land is obstructed by a bark hut occupied by one Samuel Morris Bidwell. This hut was erected when I selected, but was not occupied until afterwards; it is partly on the Main Southern Road and partly on my land, and is a very great obstruction, being directly in the road I require to a building I shall have completed in about three weeks hence; therefore I trust you will take steps to remove this place at once, or give me instructions how to proceed in the matter to rid this nuisance, and by so doing you will greatly oblige—

Yours, &c.,
THOMAS GREEN.

No. 15.

MR. T. GREEN to THE SURVEYOR GENERAL.

Marulan Camp, 4 November, 1867.

SIR,

I again write you respecting one Samuel Morris Bidwell, occupying the frontage of my land and blocking the road I require to my premises; he is partly on the Main Southern Road, and partly on my ground. I require this road immediately, and you would confer a great benefit on me by causing the same to be removed at once, otherwise give me instructions to do so.

I remain, &c.,
THOMAS GREEN.

Mr. Green should be informed that the letter of the surveyor reports that the east boundary passes through the chimney at back of Bidwell's hut, which hut is on the Main Sydney Road, but that it does not interfere with Green in any way, and being only a temporary erection, will be abandoned upon completion of the railway works.

R. D. FITZGERALD,
12 November, 1867.

No. 16.

MR. M. FAVIEL to MESSRS. P. N. RUSSELL & Co.

Goulburn, 11 November, 1867.

DEAR SIRS,

I beg to call your attention to the following matter, viz.:—You acting as my agents, may facilitate the matter by my having an interview at once with the Surveyor General. One Thomas Green having applied to free select about 60 acres of land close to the railway line and bridge, where you will recollect I have all my buildings, offices, stables, and workshop, and have had for the last three years. I herewith enclose you particulars of 60 acres free-selected and my correspondence. The first I ever heard of Green wishing to free-select this piece of land, was about twelve months ago, when he inquired of me if he might free-select a portion of land in this locality. I distinctly Not with papers.

distinctly told him he could not free-select this land, in consequence of my having upwards of £200 of improvements upon it—it would be contrary to the Act, in fact I could not free-select it under the same clause myself. In the early part of October I saw some blocks of wood laying as if a building was about to be erected. After making some inquiry, I found out this Thomas Green was commencing to build a store or public-house. I went to Sydney for a few days, and on my return I saw Thomas Green and inquired of him what he was doing with the timber below, and he said he was going to build a house. I told him he could not do any such thing, as I had improvements on the land, and that he could not either build there or free-select the land. He took no notice of my verbal notice, so I only had recourse to give him a notice in writing on the 22nd October, and had finally to discharge the man from my employment, and wrote Mr. Surveyor Deane, who I was informed surveyed the land. Thus the cause of my writing to you, to hand herewith the contents of the enclosed letter to the Surveyor General, so as immediately to cancel the application, as I have been getting ballast out of this Government land for ballasting, and he has stuck up notices all over the land in question, threatening any one who should go upon the land, and so stopping the progress of the railway works.

Not able to be identified.

I remain, &c.,
MARK FAVIEL.

Urgent—Surveyor General—Obtain a report on the subject without delay.—J.B.W., 13 Nov.
Mr. Twynam for immediate report—B.C., 14 Nov., 1867.—W.R.D.

No. 17.

MR. M. FAVIEL to MR. LICENSED SURVEYOR DEANE.

Goulburn, 13 November, 1867.

SIR,

I beg to acknowledge the receipt of your letter of the 12th instant, and, in reply, I most distinctly deny having waived my claim for my improvements on the land near the railway bridge at Marulan, to one Thomas Green, or any other person, for the purposes of free selection. Thomas Green asked me the question some twelve months ago, if he might free select a portion of the land whereon my buildings had been erected. I told him he could not free-select the land in question so long as my buildings were there—it would be contrary to the Act; in fact I could not free-select the land myself under the free selection clause for improved lands.

Not with the papers.

No such letter apparently.

I have written to the Surveyor General on the subject.

I remain, &c.,
MARK FAVIEL.

No. 18.

J. DE K. BILLYARD, Esq., to MR. M. FAVIEL.

Goulburn, 3 December, 1867.

DEAR SIR,

Mr. Thomas Green has instructed me to demand possession from you of certain buildings and improvements, erected upon portion of 60 acres of land, conditionally purchased by him under the Crown Lands Alienation Act, at Marulan, on the 13th December, 1866. In the event of your not complying at once with this demand, I am instructed to take legal proceedings for the recovery of possession.

I am, &c.,
J. DE K. BILLYARD.

P.S.—On your entering into a lease, at a rental of £8 a month, payable in advance, to Mr. Green, further proceedings will be stayed.

This demand clearly shows the value of the improvements.—J.B.W., 6 Decr.
Surveyor General, ask Mr. Twynam, by telegram, to report as soon as possible.—J.B.W., 6 Decr.

No. 19.

TELEGRAM from THE SURVEYOR GENERAL to MR. DISTRICT SURVEYOR TWYNAM.

Goulburn, 6 December, 1867.

Mr. Billyard, at Goulburn, threatens legal proceedings against Faviell, on Green's behalf. Forward, without delay, report required by 67-178 of the 14th November last.

Report forwarded accordingly, under separate cover, by this mail, together with the papers.—E. TWYNAM, D.S., Goulburn, 8 Decr., 1867.

No. 20.

TELEGRAM from MR. DISTRICT SURVEYOR TWYNAM to THE SURVEYOR GENERAL.

Sydney, 6 December, 1867.

THE report in Faviell and Green's case shall be forwarded by the mail to-morrow night.

Seen.—J.B.W., 6 Decr.

MR. DISTRICT SURVEYOR TWYNAM to THE SURVEYOR GENERAL.

Goulburn, 7 December, 1867.

SIR,

With reference to Mark Faviel's objections to the conditional sale to Thomas Green of sixty acres near the railway station at Marulan, on which you have requested my report by your B.C. memorandum, No. 67/178, 14 Nov., 1867. I have now the honor to submit.

2. The land in question is bounded partly by the Main Southern Road and by the Great Southern Railway, and is immediately opposite to the proposed site of the station. It has been in the occupation of Mark Faviel, the contractor for the construction of the railway, for more than two years, and has been used by him as a depôt for material and plant; he has effected improvements consisting of offices, sheds, and stables, now worth about £80 sterling, but which no doubt cost more than that sum at the time of erection.

3. This land was conditionally purchased by Thomas Green (lately a foreman in the employment of Mark Faviel) on the 13th December, 1866, and was measured by Licensed Surveyor Deane on the 19th August following. At the time of survey it was represented to Mr. Deane that Mr. Faviel was cognizant of the conditional purchase, and waived his claim in respect of authorized possession and improvements in favour of the applicant T. Green.

4. On the 11th November ultimo, Mr. Faviel addressed a letter to his agents in Sydney, requesting their services in his behalf to represent to you that he was subjected to annoyance, and that the works were obstructed by an occupant in illegal possession of the land, and to demand that the application for the purchase of the same should be cancelled:

5. The improvements effected by T. Green comprise about 160 rods of split hardwood fence, worth about £40 sterling, which has been erected more than six months, and a weatherboard dwelling-house, now being built (nearly completed), worth about £150 sterling.

6. Thomas Green (late foreman of the yard and resident) declares that he selected the land with the full knowledge and approval of M. Faviel, his late employer. M. Faviel denies ever having given such permission, and now asserts his claim to the land, in right of priority of occupation, improvements erected for more than two years, and authorized possession under the provisions of the Railway Act. Thomas Green has no written evidence to produce of any arrangement between himself and M. Faviel, and he further informed me that the permission was given verbally and without witnesses.

7. It appears to me that M. Faviel's claim to the occupation of this land must be admitted, and that the only possible condition under which Green would be enabled to purchase would be by permission from Faviel, of which there is no proof except Green's assertion.

8. The long interval which elapsed from the date of selection, the erection of improvements, and the survey of the land, until M. Faviel raised objections to the conditional purchase sale thereof, would justify the inference that he was not ignorant of the selection, and that he tacitly allowed it, but this he distinctly denies.

9. It appears to me that T. Green has acted in good faith throughout, and there is no appearance of any attempt to take unfair advantage of M. Faviel. I would venture to state that, in my opinion, it would be a harsh proceeding to deprive Green altogether of his improvements without compensation. As there seems to be no possibility of a compromise being effected, I would suggest, as the only solution of the difficulty, that the conditional sale be cancelled, and that a lease of about an acre embracing the dwelling-house might be granted to Green.

10. Should the conditional purchase of this land by T. Green be annulled, I would suggest for your consideration the desirability of withdrawing the land in question from sale under the 4th section of the Crown Lands Alienation Act.

I have, &c.,

EDWARD TWYNAM.

Mr. District Surveyor Twynam's report on Thomas Green's conditional purchase of 60 acres is forwarded for the information of the Honorable Secretary for Lands. Mr. Twynam states the improvements erected by Mark Faviel are now worth about £80, but were worth more at the time of erection. Improvements have also been effected by Green to a considerable amount. It is alleged by Green that he selected the land with the full knowledge and approval of Mark Faviel, his employer. There appears some error, for the statement that he was aware of the selection from the long interval which elapsed before he raised objections. This is borne out by Mr. Licensed Surveyor Deane, who measured Green's selection; he reports the improvements of Faviel's as worth £40, and that he waived his claim in favour of Green. Perhaps it would be well to ask Mr. Deane what are his reasons for making the above statement.—W.R.D.

The Under Secretary for Lands.—B.C., 9 December, 1867.

Minute of Secretary for Lands.

I do not see that Faviel's sanctioning the selector alters the case. The lands are improved not by Green, therefore he cannot be allowed to select them.—J.B.W., 13 December.

Minutes on foregoing Report.

In this case the Minister's decision seems to imply unreserved cancellation of Green's conditional purchase. As however he appears to have been allowed to make improvements to the amount of (reported) £190, and has been corresponded with by this department for a whole year as if the purchase was unobjectionable, the Government will doubtless be called upon to deal with the subject of the improvements, and it might perhaps be as well to make some provision for so doing when cancelling Green's purchase. Perhaps Faviel, as having the claim to the ground, might be inclined to compensate Green for or purchase also his improvements. At any rate, it is hardly probable that Green will give them up unreservedly.—28 December, '67.

The Government had no information that the lands were improved.—J.B.W., 4 Jan., '68.

This land ought to be reserved, as recommended by Mr. Twynam.—J.B.W., 21 Feb.

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No. 22.

THE UNDER SECRETARY FOR LANDS to MR. T. GREEN.

Department of Lands,
Sydney, 12 December, 1867.

SIR,

Nos 15 & 16;

With reference to your letters of the 27th October last, and 4th ultimo, complaining of the occupation, by one S. M. Bidwell, of a hut, which you say obstructs the frontage of your conditional purchase, I am directed to inform you that the surveyor reports your east boundary as passing through the chimney at the back of Bidwell's hut, and it therefore cannot interfere with your land; moreover, it is only a temporary occupation, and will be abandoned upon the completion of the railway works.

I have, &c.,
M. FITZPATRICK.

No. 23.

MR. T. GREEN to THE UNDER SECRETARY FOR LANDS.

Marulan Camp,
28 December, 1867.

MY DEAR SIR,

In answer to yours, informing me of the surveyor reporting that the chimney of Bidwell's hut is only in the eastern boundary of my fence line, and that is to stand until the completion of the railway, I trust this will not be the case; if so, the improvements I have just completed are of no earthly value to me whatever. I have erected an eight-roomed house, at a cost of £400, and I require my frontage as an approach to my building, which is not more than 30 feet from Bidwell's hut. Bidwell told me himself he would remove so soon as he was noticed by the proper authorities. Hoping you will reconsider my complaint, which is a very just one, and every one in this district can testify the same, that this hut is a great obstruction and a nuisance to me, and must undoubtedly be removed. I have my fence to remove 25 feet back from the line, and my approach to make good, and it cannot be done until this place is removed, which I hope and trust you will cause to be done at once, and I shall ever pray.

Yours, &c.,
THOMAS GREEN.

No. 24.

THE UNDER SECRETARY FOR LANDS to THE LAND AGENT, GOULBURN.

Department of Lands,
Sydney, 11 February, 1868.

SIR,

I am directed to inform you that the application of Thomas Green, made at Goulburn, on the 13th December, 1866, for the conditional purchase of 60 acres of land, has been cancelled, for the following reasons, viz. :—As containing improvements, the property of Mark Faviell.

2. A form for refund of deposit has been forwarded for the signature of the applicant, the nature of which you will be so good as to explain to him if required.

I have, &c.,
M. FITZPATRICK.

No. 25.

THE UNDER SECRETARY FOR LANDS to MR. T. GREEN.

Department of Lands,
Sydney, 11 February, 1868.

SIR,

I am directed to inform you that the application made by you at Goulburn, on the 13th December, 1866, for the conditional purchase of 60 acres of land, has been cancelled, for the following reason, viz. :—As containing improvements, the property of Mark Faviell, of the reported value of £80.

2. Enclosed is a form which on being filled up and forwarded to the Treasury with the authority signed by you, together with your deposit receipt and a penny duty stamp, will enable you at once to obtain the refund of the deposit paid on account of the above.

I have, &c.,
M. FITZPATRICK.

[Enclosure.]

[Enclosure.]

The Consolidated Revenue Fund,

Dr. to Thomas Green.

For a refund of the deposit paid by Thos. Green, on a conditional purchase of sixty acres of land selected at Marulan, and now cancelled.	
	Amount to be refunded.
	£ s. d. 15 0 0
Amount of deposit paid on sixty (60) acres, at 5s.	
This deposit was credited to the Consolidated Revenue Fund, on Audit Office, Sydney, 187 .	187 .

Under Secretary for Lands.

I HEREBY authorize and direct the above-mentioned amount to be paid on my behalf to the Bank of _____, to the credit of _____

Witness--

Purchaser.

£ _____ stg.
RECEIVED on the _____ pounds _____ day of _____ shillings and _____, 187 _____, from _____, the above sum of _____ pence sterling, on behalf of _____

Bank of _____ Teller,

No. 26.

MR. T. GREEN TO THE SECRETARY FOR LANDS.

Marulan, 24 February, 1868.

SIR,

I beg most respectfully to call your attention to the extreme hard case that I am threatened to be subjected to. On the 13th day of December, 1866, I free-selected 60 acres of land near Marulan, in the county of Argyle. On the land that I have selected I have built a brick and weather-boarded house with verandah, of eight rooms, roofed with galvanized iron, detached weather-board kitchen, six-stalled stable; I have sunk a tank 12 feet by 8 feet, to be supplied with water from the roof of the house; I have well and securely fenced in, with substantial three-railed fence, the eastern and western boundaries of my land; in the paddock I have sunk a large water-hole. I think I have made improvements on the land to the value of £600. On the 11th day of February, 1868, I received a license from the Bench of Magistrates of Goulburn, to keep an hotel. On the 11th of February, 1868, I received a notice from the Department of Lands, Sydney, that my conditional purchase was cancelled. I trust you will take my case into your favourable consideration. If the Government carry out its present intention, it will be the utter ruin of me and my family.

I have, &c.
THOMAS GREEN.

The land selected by Green, with the exception of the portion on which his improvements stand, should be reserved.—J.B.W., 16 March.

Surveyor General, B.C., 16 March, 1868.—M.F.

No. 27.

THE SURVEYOR GENERAL TO THE UNDER SECRETARY FOR LANDS.

REFERRING to the Honorable the Minister for Lands' Minute, 21st February, on the enclosed papers, a description is now forwarded defining the land to be reserved under the 4th section of the Crown Lands Alienation Act. See No. 22.

P. F. ADAMS, S.G.
B.C., 3 April, 1868.

Description.

No. 8. county of Argyle, parish of Marulan, portion No. 94, on the Great Southern Railway and Great Southern Road, 62 acres 1 rood 24 perches. The Crown Lands within the following boundaries: Bounded on the east from the south-east of portion 90, parish of Marulan, by the Great Southern Road, bearing south 28 degrees 40 minutes west, 9 chains 21 links; on the south-east by the Great Southern Railway, south-westerly, 45 chains and 11 links; on the west by a road 1 chain wide, dividing it from part of J. Shepherd's 100 acres, northerly, 20 chains and 20 links; and on the north by the south boundary of portion 90 aforesaid, bearing east 40 chains and 6 links to the point of commencement.

No. 28.

MINUTE-PAPER FOR THE EXECUTIVE COUNCIL.

Department of Lands,
Sydney, 18 April, 1868.

It is recommended to His Excellency the Governor and the Executive Council, for the reasons given in the enclosed report of the Surveyor General, that the portion of Crown Land within described as portion No. 94, parish of Marulan, county of Argyle, containing 62 acres 1 rood 24 perches, be reserved from sale until surveyed, for the preservation of water supply or other public purpose, under the 4th section of the Crown Lands Alienation Act of 1861.

J. BOWIE WILSON.

Clerk of the Executive Council, B.C., 18 April.—M.F.

Upon the recommendation of the Honorable the Secretary for Lands, the Council advise that the portion of land herein referred to be temporarily reserved from sale, in terms of the 4th clause of the Crown Lands Alienation Act of 1861.

VERE HUNT,
Acting Clerk of the Council.

Minute, 68/19, 23 April, 1868.—Confirmed, 4 May, 1868.
Approved.—B., 6/5/68.

No. 29.

GAZETTE NOTICE.

Department of Lands,
Sydney, 15 May, 1868.

Reserve from Conditional Purchase.

His Excellency the Governor, with the advice of the Executive Council, directs it to be notified that, in pursuance of the provision of the Crown Lands Alienation Act of 1861, the land specified in the schedule appended hereto shall be reserved from sale for railway purposes.

J. BOWIE WILSON.

No. 8. county of Argyle, parish of Marulan, portion 94, on the Great Southern Railway and Great Southern Road, 62 acres 1 rood 24 perches. The Crown Lands within the following boundaries: Bounded on the east from the south-east corner of portion 90, parish of Marulan, by the Great Southern Road, bearing south 28 degrees 40 minutes west, 9 chains 21 links; on the south-east by the Great Southern Railway, south-westerly, 45 chains and 11 links; on the west by a road 1 chain wide, dividing it from part of J. Shepherd's 100 acres, northerly, 20 chains and 20 links; and on the north by the south boundary of portion 90, aforesaid, bearing east 48 chains and 6 links to the point of commencement.

No. 30.

MINUTE OF SECRETARY FOR LANDS, AND INSTRUCTION TO SURVEYORS, AND MINUTES THEREON.

Reserve, late Green's C.P., Marulan.—I think this land should be subdivided for sale.

J.B.W.
22 May, /68.

Green to be allowed to retain the land on which his improvements stand. Price to be fixed by appraisalment.
Mr. D. S. Twynam for measurement accordingly.

J. S. ADAMS, for S. G.
30 May, /68. No. 74.

Mr. Licensed-S. Deane is instructed to act.

E. TWYNAM, D.S.
Young, 1 Oct., 1868.

Mr. Ellis,

The plan (67-6078 and S.G.) of reserve No. 8 should probably be catalogued; the papers may then be returned to Aln. Branch to await action on 68-2111 Aln.

25 Nov., /68.

Mr. Finch,

The measurement having been and forming a parish portion, probably had better be catalogued under Argyle farms, not under reserved, and simply noted in index on county map as reserved for railway purposes.

Mr. Lewis will have this catalogued at once.

Catalogued.

Feby. 4th, 1869.

No. 31.

MR. T. GREEN to SECRETARY FOR LANDS.

Marulan, 24 November, 1868.

MY DEAR SIR,

I beg to call your attention to a very great nuisance which is very injurious to my house, the Duke of Edinburgh Hotel. A bark hut is built on my frontage, partly on to main road and partly on my ground, within 20 yards of my best sitting room. I complained about 8 or 9 (nine) months ago to the late Minister, Mr. Wilson, and I was promised that the just cause of my complaint would be removed so soon as the railway was opened up to Marulan, which has now been fenced five months, and nothing done. I trust you will take my complaint into serious consideration, and have it removed at once.

I remain, &c.,
THOMAS GREEN.

Surveyor General.—27 Nov., M.F.

No. 32.

MINUTES ON FOREGOING.

THE CHIEF DRAFTSMAN,
Mr. D. S. Twynam has not yet replied to Misc. 68-2111. Res. No. 94, parish of Marulan, late J. Green's C.P., should be subdivided for sale. Sent to him on the 30th May. Should he not be reminded? Plan See No. 27. herewith.

J.H.L.,
8 Feby., /69.

I think so.—J.S.A., 16 Feby.

No. 33.

THE SURVEYOR GENERAL TO DISTRICT SURVEYOR TWYNAM.

Surveyor General's Office,
Sydney, 23 February, 1869.

SIR,

I have to draw your attention to my letter of the 30th day of May, No. 68-74, whereby you were directed to subdivide for auction sale certain land at Marulan, Green's selection, and to request that you will carry out the instructions above referred to with as little delay as possible.

I am, &c.,
P. F. ADAMS.

I have instructed Mr. Deane, Licensed Surveyor, to effect this subdivision, and I will now direct him to expedite the same. Probably the work will be done and the plan transmitted in the course of next month.

E. TWYNAM, D.S.

Goulburn, 25th February, 1869.

No. 34.

J. LEARY, Esq., to THE SECRETARY FOR LANDS.

108, King-street, Sydney,
2 March, 1869.

SIR,

I do myself the honor to inform you that a Mr. Thomas Green made, on the 13th December, A.D. 1866, a conditional selection at Marulan, of 60 acres of land, on which he has erected an hotel, which, with fencing in the land, has cost upwards of £700.

On this land, prior to the selection, was erected a bark-roofed building, for the use of Mr. Faviell, the contractor for blacksmithy and for the railway works, and is worth from £8 to £10; and Mr. Greene did not receive any intimation from the Government during the time he was spending so much money on this land, and for twelve months after the selection was made, and that he was violating the Lands Alienation Act; but on the 11th of February, 1868, he received a communication from the Lands Office, informing him that this conditional purchase was cancelled, as containing improvements, the property of Mark Faviell, of the reported value of £80, since which period a further intimation has been made that he could not keep the land on which his improvements have been erected; but as the hotel would be of little use without the paddock, I now have to request you will be pleased, under the circumstances of this case, to reverse the cancellation of Mr. Green's selection, as otherwise he would be completely ruined. I may intimate that Mr. Faviell did not select the land.

I have, &c.,
JOSEPH LEARY,
Attorney for Mr. Thomas Green.

MINUTE OF SECRETARY FOR LANDS.

Mr. Morrice, M.P., and Mr. Alexander, M.P., both interest themselves in this case, and are of opinion that Faviell's claim to purchase for improvements cannot be sustained, while to allow it would be an injustice to Green.

W.F.
24 May, 1869.

No. 35.

MEMO. OF UNDER SECRETARY FOR LANDS.

On the 13th December, 1866, Thomas Green conditionally purchased 60 acres at Marulan.

On the 26th September, 1867, the surveyor, Mr. Deane, reported that Green was resident, and improving; and that at date of selection there were improvements on the land which had been erected by Mark Faviell, in connection with the railway works then in progress. At the same time the surveyor reported that the said improvements were only temporary, and would shortly be abandoned, and that Faviell had waived any claim of his over them in favour of Green, who had until then been in his (Faviell's) employ.

In November 1867, Mr. Faviell wrote to this department, denying the correctness of the latter statement, and objecting to the purchase. A special report was then called for from the District Surveyor, Mr. Twynam, who, in his reply, states his opinion that Green acted in perfect good faith, although there is no written evidence of the permission accorded to him by Mr. Faviell.

The

The result however has been the cancellation of Green's conditional purchase, and the reservation of the land from sale, under the 4th section of the Alienation Act; and instructions have been given for the immediate subdivision of the land for auction sale, leaving Green the portion on which his hotel stands—about an acre.

It is now represented that the improvements effected by Green—fencing, tank, &c.—have cost him upwards of £700, and that if the cancellation of the conditional purchase is insisted on he will be completely ruined.

W. W. STEPHEN.
26th.

MINUTE OF THE SECRETARY FOR LANDS.

Neither Green nor Faviell, in my opinion, has any legal claim to these improvements, since neither was properly a lessee of the land on which the improvements were made; but Green appears to me to have a sort of equitable right, which having been in some degree recognized by the previous action of the Government, apparently in consideration of his having been the virtual owner, and Faviell's claim having been already disposed of by the reservation, I think, as a matter of grace, Green's application may be granted.

W.F.
3 May, 1869.

No. 36.

THE UNDER SECRETARY FOR LANDS TO THE UNDER SECRETARY FOR FINANCE AND TRADE.

Department of Lands,
Sydney, 11 May, 1869.

SIR,

Lists of cancellations.

I am directed to inform you that the cancellation (notified to you in February list of cancellations, 1868) of Thomas Green's conditional purchase at Goulburn, on the 13th December, 1866, has been revoked, and that the purchase now stands, as formerly, in his name.

I have, &c.,
M. FITZPATRICK.

No. 37.

THE UNDER SECRETARY FOR LANDS TO THE LAND AGENT, GOULBURN.

Department of Lands,
Sydney, 11 May, 1869.

SIR,

No. 26.
60 acres at Goulburn, on the 13th December, 1866.

Referring to my letter to you of the 11th February, 1868, notifying the cancellation of the conditional purchase of Thomas Green, I am now directed to inform you that, on a reconsideration of the case, the Secretary for Lands has come to the conclusion, on the representation of Green's attorney, that the cancellation may be revoked, and the purchase therefore now stands in Green's name, as formerly.

I have, &c.,
M. FITZPATRICK.

No. 38.

THE UNDER SECRETARY FOR LANDS TO JOSEPH LEARY, Esq.

Department of Lands,
Sydney, 11 May, 1869.

SIR,

No. 35.

I am directed by the Secretary for Lands to inform you, in reply to your letter of the 2nd March last, as attorney for Thomas Green, that, on a reconsideration of Green's matter, he has come to the conclusion that the cancellation of his C.P. may be revoked, and the purchase will therefore now stand in his name as formerly.

I have, &c.,
M. FITZPATRICK.

P.S.—The form for refund of the deposit forwarded to Green must be returned at once.

No. 39.

THE SURVEYOR GENERAL TO THE UNDER SECRETARY FOR LANDS.

No. 36.
Description same as in No. 28.

REFERRING to the enclosed minute of approval of the Honorable the Minister for Lands, that Green retain the 60 acres selected by him, the necessary description for revocation of the reserve is enclosed for Gazette Notice, under section 6 of the Crown Lands Alienation Act.

Under Secretary for Lands. B.C., 1 June, 1869.—Sur. Genl.'s Office.

No. 40.

MINUTE-PAPER FOR THE EXECUTIVE COUNCIL.

Department of Lands,
Sydney, 10 June, 1869.

It is recommended to His Excellency the Governor and the Executive Council, for the reasons given in the enclosed report of the Surveyor General, that the temporary reservation notified on the 15th May, 1868, of the within-described land, situated in the county of Argyle, parish of Marulan, portion 94, on the Great Southern Railway, be now revoked, under the 6th section of the Crown Lands Alienation Act of 1861, the revocation to take effect at the expiration of one month from date of notification in the *Government Gazette*.

WILLIAM FORSTER.

Clerk of Executive Council.—M.F., B.C., 10 June.

The

13

The Executive Council advise, as herein recommended, that the temporary reservation from sale of the portion of land herein referred to be now revoked, in terms of the 6th clause of the Crown Lands Alienation Act of 1861, to take effect from the date herein specified.

ALEX. C. BUDGE,
Clerk of the Council.

Min. 69/23. 15 June, 1869. Confirmed, 21 June, 1869.
Approved.—B., 25 June, 1869.

The necessary tracing is enclosed, showing site of reserve revoked, county Argyle. The Land Agent, I presume, should be informed that the portion has been selected by Green, according to the Minister's decision.

J. B. ELLIS,
(For Sur. Genl.),
15 July, 1869.

No. 41.

MR. LICENSED SURVEYOR DEANE TO THE SURVEYOR GENERAL.

Goulburn, 14 June, 1869.

Cancelled by A 522, 1876.

SIR,

I have the honor to transmit herewith the plan* of a portion of land containing 1 acre 2 roods 13½ * Appendix B. perches, numbered 100, in the parish of Marulan, in the county of Argyle, applied for to be purchased by Thomas Green, in consideration of improvements thereon effected, and measured by me on the 19th March last, in accordance with your instructions No. 68/74 of the 30th May. See No. 27.

I have, &c.,
E. R. DEANE.

No. 42.

GAZETTE NOTICE.

Department of Lands,
Sydney, 6 July, 1869.

Revocation of Temporary Reserve.

It is hereby notified for general information, that His Excellency the Governor, with the advice of the Executive Council, has been pleased to revoke, under the 6th section of the Crown Lands Alienation Act of 1861, the temporary reservation from sale of the portions of land hereinafter described, the revocation to take effect at the expiration of one month from the date of this notice.

WILLIAM FORSTER.

No. 8. County of Argyle, parish of Marulan, portion 94, on the Great Southern Railway and Great Southern Road, 62 acres 1 rood 24 perches. The Crown Lands within the following boundaries: Bounded on the east from the south-east corner of portion 90, parish of Marulan, by the Great Southern Road, bearing south 28 degrees 40 minutes, west 9 chains 21 links; on the south-east by the Great Southern Railway, south-westerly 45 chains and 11 links; on the west by a road 1 chain wide, dividing it from part of J. Shepherd's 100 acres, northerly 20 chains and 20 links; and on the north by the south boundary of portion 90 aforesaid, bearing east 48 chains and 6 links to the point of commencement.

[NOTE.—The above portion of land was reserved from conditional purchase by notice, 15 May, 1868.]

No. 43.

THE UNDER SECRETARY FOR LANDS TO THE CROWN LANDS AGENT, GOULBURN.

Department of Lands,
Sydney, 24 July, 1869.

SIR,

I am directed to transmit, for your information, a description with a tracing showing portion 94, Great Southern Railway, parish of Marulan, county of Argyle, the reservation of which has been revoked by notice in the Government Gazette of the 6th instant. See No. 42.

The land in question is included within Thomas Green's conditional purchase.

I have, &c.,
M. FITZPATRICK,
Under Secretary.

No. 44.

REPORT by Surveyor Deane, on the conditional purchase of 60 acres, made by Thomas Green, at Goulburn, on the 13th December, 1866.

9 August, 1869.

Description.

60 acres. County of Argyle, parish of Marulan, on the Great Southern Road, portion 94: Commencing on the eastern side of a road 1 chain wide, at the south-western corner of portion 90, of 40 acres; and bounded thence on the west by that road dividing it from part of J. Shepherd's 100 acres, bearing south 53 minutes east, 20 chains and 20 links to the Great Southern Railway; on the south-east by the boundary fence of that railway, bearing north 73 degrees 30 minutes, east 36 chains; and thence north 77 degrees 15 minutes east, 9 chains and 11 links to the Great Southern Road; again on the south-east by that road, bearing north 28 degrees 40 minutes, east 9 chains and 21 links; and on the north by the southern boundary-line of portion 90 aforesaid, bearing west 48 chains and 6 links to the point of commencement; exclusively of a road 50 links wide passing through this land along the northern boundary, the area of which has been deducted from the total area.

Examined,—H.W.G.

Report

Report on Conditional Purchase, county of Argyle, Police District of Goulburn.

Land Office No.	Name of Purchaser.	Date of Purchase.	Section.	Area.	Situation.	Date of Inspection.	Nature of Improvements.	Value of Improvements.	Residence.	Remarks.
66-4105 No. 164 of 1866.	Thomas Green...	1866. 13 Dec. ...	13	Acres. 60	No. 94, Marulan ...	1866. 19 March..	East and west boundaries fenced, and half of north boundary; a weather-board house and slab-stable.	£ 200	Resident	Several bark huts erected on this portion by persons employed on the railway; also improvements erected by Mark Faviel. See letters No. 67/74 of Sept. 26th,* and No. 69/25 of June 14th.† * No. 13. † No. 42.

B.C. instructions No. 69/137 of 29th July.
Report No. 69/73 of August 9th.

E. R. DEANE,
Licensed Surveyor.

No. 45.

DECLARATION.

I, Thomas Green, of Marulan, do solemnly and sincerely declare that I am the lawful owner, by conditional purchase, under the 13th section of the Crown Lands Alienation Act of 1861, of the land hereunder described, and that improvements, consisting of eight-room house and outbuildings, and to the value of £500, have been made on such land; and I declare further that the said land has been my *bona fide* residence continuously from the period of selection and first occupation to the present date, and that no alienation of the land has been made by me. I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provision of an Act made and passed in the ninth year of the reign of Her present Majesty, intituled, "*An Act for the more effectual abolition of Oaths and Affirmations taken and made in various Departments of the Government of New South Wales and to substitute Declarations in lieu thereof and for the suppression of voluntary and extra-judicial Oaths and Affidavits.*"

THOMAS GREEN.

Taken and declared at Goulburn, this 4th day }
of January, 1870, before me,— }

C. S. ALEXANDER,
A Commissioner of Supreme Court for Affidavits.

Description.

County of Argyle, parish of Marulan, 60 acres, at Marulan, being conditional purchase No. 164 to 1866, in the district of Goulburn, made on the 13th December, 1866.

CERTIFICATE OF LAND AGENT.

I hereby certify that, to the best of my knowledge and belief, the above declaration is in accordance with fact.

C. S. ALEXANDER,
Land Agent for Goulburn District.

Balance, £46, credited 21st March, 1870, including payment of deed fee.
Examined and found correct.—23 June, 1870, W.W.S.

No. 46.

THE UNDER SECRETARY FOR FINANCE AND TRADE TO THE UNDER SECRETARY FOR LANDS.

The Treasury, 22 March, 1870.

SIR,

I am directed to annex a schedule, accompanied by a declaration in each case of moneys paid into the office, on 21st instant, as balance due upon conditional purchases.

I may add, that the several amounts have been carried to the Consolidated Revenue Fund, subject to the declaration being countersigned by the Minister for Lands, on the conditions of the Crown Lands Alienation Act of 1861 having been complied with, including payment of deed fee.

I have, &c.,
HENRY LANE.

[Enclosure.]

SCHEDULE REFERRED TO.

Name.	District.	Date of Selection.	Area.	Balance or Interest.	Amount paid.	Interest	
						From	To
Green Thomas	Goulburn ...	1866. Dec. 13 ...	a. r. p. 60 0 0	Balance.....	£ s. d. 46 0 0
				Declaration, 70/3694.			

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No. 47.

MESSRS. P. N. RUSSELL & Co. to THE SECRETARY FOR LANDS.

Sydney, 8 June, 1870.

SIR,

As agents for Mr. Mark Faviel, railway contractor, we hand you copy of a letter which he received from Messrs. Walsh & Betts, of Goulburn, solicitors for a person named Thomas Green, at Moorooloolen, requesting payment of three years' rent from the said Mark Faviel for the occupation of certain lands, which they say the said Thomas Green has purchased from the Government. In the year 1865 Mr. Faviel, as railway contractor, took possession of a piece of land in the neighbourhood of the present railway station, at Moorooloolen, on which he erected buildings, and made various other improvements, amounting to several hundred of pounds sterling in value, and has been in possession of the same ever since. In the year 1866, however, Green selected 40 acres of land, which included the land on which Mr. Faviel's improvements were erected, representing that he had Mr. Faviel's permission to do so. This Mr. Faviel denied at the time, and the whole facts of the case having been laid before the late Minister for Lands, Mr. Wilson, Green's application was cancelled in 1867, Mr. Green himself proving the value of the improvements by charging Mr. Faviel a rent of £80, which is admitted in the copy of the letter we forward. After the cancellation of Green's selection, this land was reserved from conditional purchase by notice in the Gazette of 15th May, which reservation has never been revoked,* and Mr. Faviel has remained in undisputed possession. Under these circumstances we hope that the Minister for Lands will be pleased to reconsider the case, and prevent this gross injustice to Mr. Faviel.

* This is a mistake: the reservation was revoked.—W.W.B.

We have, &c.,

P. N. RUSSELL & CO.

The cancellation of Green's C.P. was revoked by decision of Hon. Secretary Forster on 69/3185, and the reserve (which was made subsequently to the C.P.) was revoked also.

Green has not sent in his declaration (see 70-3694), and has paid the balance of the purchase money.

23rd.—Instruct Mr. Deane, the bailiff, to report the extent and character of the improvements in Mr. Faviell's possession, within the limits of the selection, and whether they can be removed without serious loss.

Not at the time. See paragraph 8 of Surveyor Twynam's report of 7th December, 1867.

[Enclosure.]

Messrs. Walsh & Betts to Mr. M. Faviell.

Goulburn, 28 May, 1870.

Dear Sir,

We are instructed by Mr. Green, of Moorooloolen, to apply to you for compensation for the use of his purchased land at that place for three years. You may remember that through Mr. Billyard you had notice of his intention to charge you at the rate of £80 a year. This we think too much, and he has instructed us to say he will accept any fair and reasonable sum.

We may add he has obtained his grant of the land, which had relation back to the state of his original purchase. An early reply will prevent proceedings.

Yours truly,

WALSH & BETTS.

No. 48.

THE CHIEF COMMISSIONER OF CROWN LANDS to COMMISSIONER DEANE.

Crown Lands Office,

Sydney, 27 June, 1870.

SIR,

I am in receipt of a communication from Messrs. P. N. Russell & Co., as agents for Mr. Mark Faviell, enclosing contracts, of which the following is an extract, for the year 1865. Mark Faviell, as railway contractor, took possession of a piece of land in the neighbourhood of the present railway station, at Moorooloolen, on which he erected buildings, and made various other improvements.

"In the year 1866 however Green selected 40 (yy. 60) acres of land, which included the land on which Mr. Faviell's improvements were erected, &c., &c.

"I have now to request that you will proceed to the locality at your earliest convenience, and report the extent and character of the improvements in Mr. Faviell's possession within the limits of the selection referred to, and whether they can be removed without serious loss.

I have, &c.,

A. O. MORIARTY,

Chief Commissioner of Crown Lands.

No. 49.

COMMISSIONER DEANE to THE CHIEF COMMISSIONER OF CROWN LANDS.

1, Lansdowne Terrace,

2 July, 1870.

SIR,

I have the honor to report that, in pursuance of your instructions of the 27th ultimo, I visited Marulan, arriving there on the 29th. On the same day I made an inspection of the buildings erected by M. Faviel. They consist of two long rows of slab structures roofed with bark, which seem to be falling fast to decay. There is a portion at one end of these buildings, constructed of weatherboard, which seems to have been used as an office; it is also roofed with bark. There are about eight rods of three-railed fence, which, together with the slab buildings, form a sort of enclosure or yard, in which there is some of Mr. Faviell's railway plant. These buildings have a very unsightly appearance as they stand, and if taken down, in my opinion would be almost valueless except for firewood.

I have, &c.,

JAMES DEANE.

Green's selection was cancelled as containing Mr. Faviel's improvements; but as in the meantime he had also made valuable improvements, Mr. Forster decided, in May, 1869, that as a matter of grace Green's application should be granted. It is not quite clear to my mind that in so deciding Mr. Forster intended that the cancellation of Green's conditional purchase (which, as containing improvements, had been from the first illegal) should be revoked—but this was the course taken by the office, and Green, having now completed the conditions of residence and improvement, applies for his deed. It must be quite clear however that Mr. Forster did not intend to give Mr. Faviel's improvements to Green, still less to empower him to claim three years' compensation for the use of the land on which they stand.

Mr.

Mr. Faviel's improvements were put up for the purposes of his contract with the Commissioner of Railways, and are in the immediate vicinity of the line; and he is, I think, entitled to the protection of the Government.

At the same time, the cancellation of Green's purchase has been apparently advisedly revoked, and I do not think the action so taken can now with propriety be recalled, though I believe it to have been granted in error.

I would respectfully recommend that the completion of Green's purchase be permitted, on his undertaking to give up any claim upon Mr. Faviel for the occupation of the land, and to permit him to remove his improvements and plant from off the land within a period of three months.—8 July, 1870.

Approved—C.C., 13 July, 1870.

No. 50.

M. FITZPATRICK, Esq., to THE SECRETARY FOR LANDS.

100 Pitt-street, 25 July, 1870.

SIR,

I am instructed by Mr. Thomas Green to address you on the following subject. Mr. Green selected, some time back, 60 acres of land fronting the Great Southern Road, and near the railway line. At the time of his selection there were certain slab and bark huts on the land, erected for a temporary purpose by Mr. Faviel. On the plea that land was improved, Mr. Secretary Wilson directed Green's purchase to be cancelled; but on appeal to your late colleague, Mr. Forster, a report was called for as to the value of these alleged improvements; and their utter valuelessness appearing to be sustained by the report of Mr. Deane, the former decision was reversed, and Mr. Green's selection was ordered to stand. Green accordingly paid up the balance of the purchase money. But on applying for the issue of the grant to him, I learn that you have ordered that the grant shall not issue until he gives some pledge that he will not proceed against Faviel for the occupation of the land, and further that he will allow Faviel to remove the buildings, such as they are. Now I respectfully submit to you that it is altogether unprecedented for the Government to take this man's money for the land, his selection which they themselves have formally affirmed, and yet detain the deed of grant until he takes some course which he does not think he ought to be called upon to take, in a matter in which the Government have no earthly concern. The Government *cannot* with propriety interfere between Mr. Green and Mr. Faviel. Their duty is a clear one to me. They have taken Green's money, they should give him his deed, leaving him and Mr. Faviel to settle their differences as best they may. Mr. Green is anxious for his deeds, and I urge that it is unfair on the part of the Government to detain them.

I have, &c.,

MICHL. FITZPATRICK.

Mr. Fitzpatrick, on behalf of Green, objects to the conditions imposed by letter of 26th ultimo, *vide* 20-8049, and urges the issue of the deed at once.—10/8/70.

I concur in the main with the views written by Mr. Fitzpatrick, and have conferred with Mr. Cowper, before whom the case had been. Mr. Cowper joins me in thinking that the deed must go on without the conditions suggested by Mr. Moriarty—indeed that such conditions could not be enforced.—J.R.

No. 51.

THE UNDER SECRETARY FOR LANDS to MESSRS. P. N. RUSSELL & Co.

Department of Lands,
Sydney, 26 July, 1870.

GENTLEMEN,

In reply to your letter of the 8th ultimo, protesting, on behalf of Mr. Mark Faviel, against Thomas Green's conditional purchase of land containing Faviel's improvements, I am directed to inform you that it has been recommended and approved that the completion of Green's purchase be permitted, on his undertaking to give up any claim upon Faviel for the occupation of the land, and to permit him to remove his improvements and plant from off the land within a period of three months.

I have, &c.,

A. O. MORIARTY.

No. 52.

THE UNDER SECRETARY FOR LANDS to MR. T. GREEN.

Department of Lands,
Sydney, 26 July, 1870.

SIR,

Referring to the declaration forwarded by you on your conditional purchase at Marulan, upon which you have paid balance of purchase money, I am directed to inform you that it has been recommended and approved that you should be allowed to complete the purchase, on your undertaking to give up any claim upon Mr. Faviel for the occupation of the land, and to permit him to remove his improvements and plant from off the land within a period of three months.

I have, &c.,

A. O. MORIARTY.

No. 53.

THE UNDER SECRETARY FOR LANDS to M. FITZPATRICK, Esq.

Department of Lands,
Sydney, 27 August, 1870.

SIR,

In reply to your letter of the 25th ultimo, objecting on behalf of Mr. Thomas Green to the decision arrived at by the Government, and communicated to you by my letter of the 28th ultimo, that the deed of grant for 60 acres conditionally purchased by him at Goulburn on the 13th December, 1866, was only to issue on certain conditions with regard to the improvements on the land claimed by Mr. Faviel, I am directed to inform you that Mr. Secretary Robertson, having had the matter under consideration, is of opinion that the deed of grant should issue unconditionally.

It will therefore be now prepared with as little delay as practicable.

I have, &c.,

W. W. STEPHEN.

Deed prepared, 2 Sept., '70.

[Two plans.]

PLAN

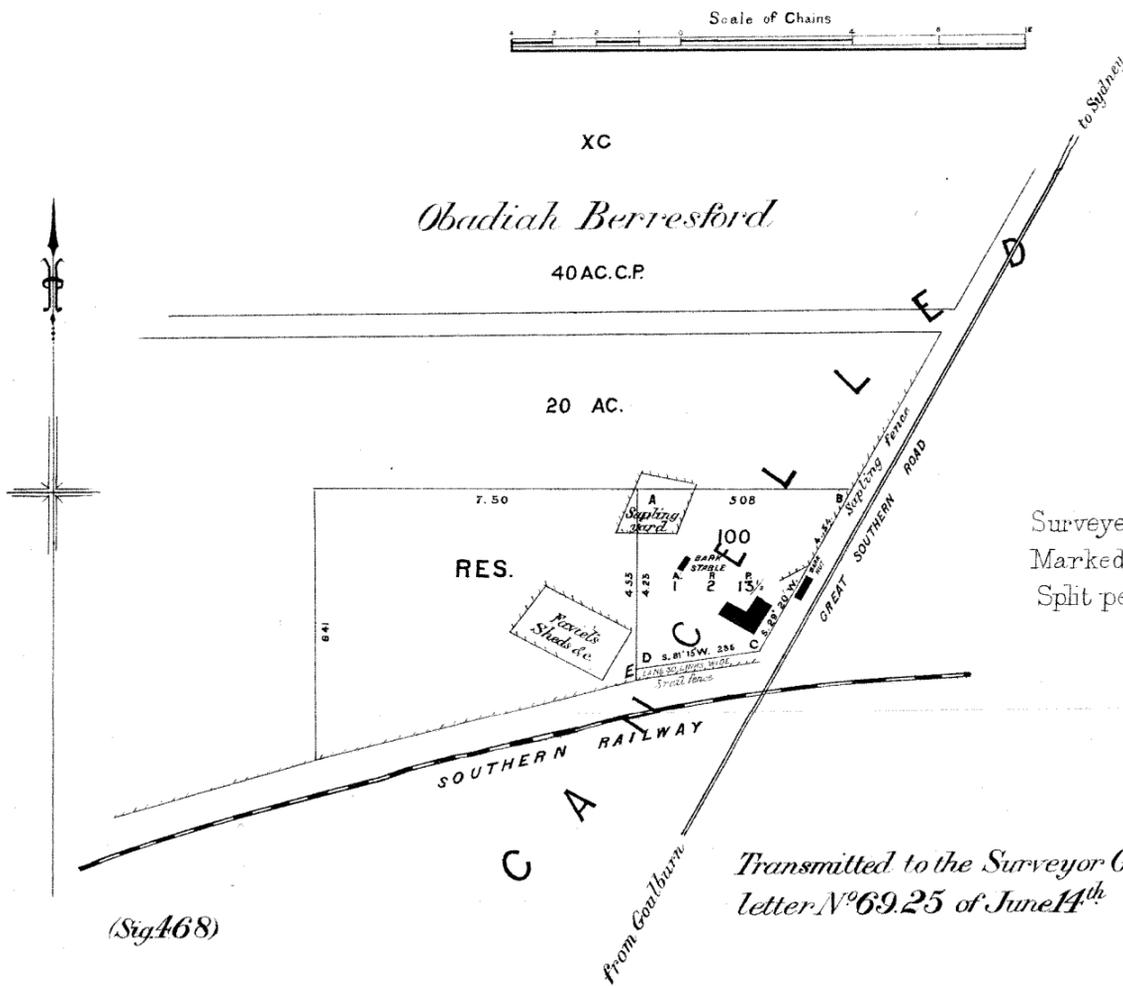
OF A

portion of land containing 1 acre 2 roods 13½ perches, numbered 100, in the

PARISH OF MARULAN, IN THE COUNTY OF ARGYLE,

*Applied for to be purchased by Thomas Green,
in consideration of improvements therein effected.*

APPENDIX B.



NOTES.

Surveyed by circumferentor
Marked in accordance with regulations.
Split pegs at corners.

*Transmitted to the Surveyor General with my
letter N^o 69.25 of June 14th (Signed) E.R. Deane, L.S.*

(Sig. 468)

APPENDIX A.

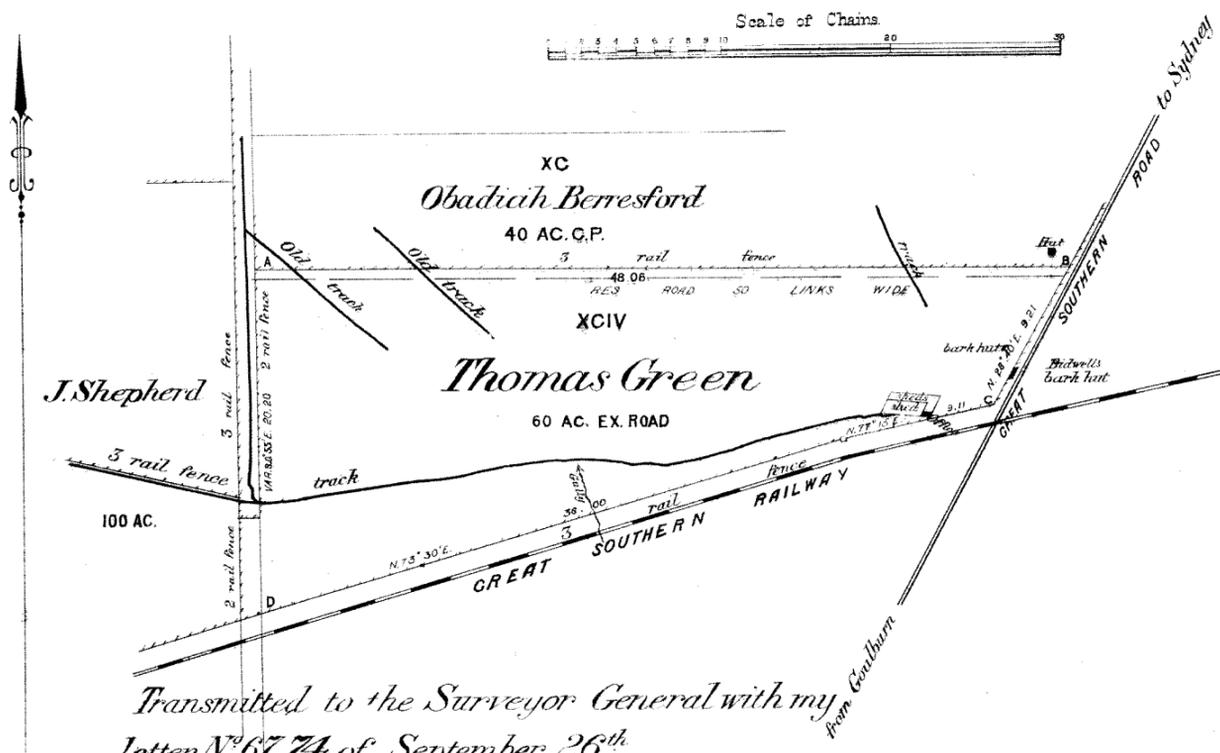
PLAN

OF A

portion of land containing 60 ac., numbered XCIV, in the

PARISH OF MARULAN, IN THE COUNTY OF ARGYLE,

*being a conditional purchase by Thomas Green,
under the 21st clause of the Crown Lands Regulations.*



CORNER	BEARING	FROM	LINKS	N ^o ON TREE
A	N. 38° E.	CUM	18	XCIV-XC
B		STAKE		
C	S. 63° W.	S th BARK	35	XCIV
D	S. 4° W.	S th BARK	46	"

NOTES.

Surveyed by circumferentor
Marked in accordance with regulations.

*Transmitted to the Surveyor General with my
letter N^o 67.74 of September 26th
(Signed) E.R. Deane, L.S.*

(Sig. 468)

1870-71.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

CROWN LANDS.

(CORRESPONDENCE, &c., RELATING TO CONDITIONAL PURCHASE OF CHARLES BRADLEY.)

Ordered by the Legislative Assembly to be Printed, 11 May, 1871.

RETURN to an Order made by the Honorable the Legislative Assembly of New South Wales, dated 21st March, 1871, That there be laid upon the Table of this House,—

“Copies of all documents relating to a free selection of Land near Carcoar,
“by one Charles Bradley.”

(Mr. Driver.)

SCHEDULE.

NO.		PAGE.
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2.	Do. do. 21. 14 May, 1868	2
3.	Do. do. 21. 14 May, 1868	2
4.	Do. do. 21. 14 May, 1868	3
5.	Do. do. 21. 14 May, 1868	3
6.	Licensed Surveyor Machattie to Surveyor General, with plan. 20 January, 1869	4
7.	Do. do., do. 20 January, 1869	4
8.	Do. do., do. 20 January, 1869	4
9.	Do. do., do. 20 January, 1869	4
10.	Do. do., do. 30 April, 1869	4
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13.	Do. do. 30 April, 1869	5
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CROWN LANDS.

No. 1.

APPLICATION for the conditional purchase, without competition, of 40 acres unimproved Crown Land, under section 13 of the Lands Alienation Act of 1861.

Received by me, with a deposit of £10, this eighteenth day of July, 1867, at 11 o'clock A.M.

EDWD. J. C. NORTH,
Agent for Sale of Crown Lands at Carcoar.

Carcoar, 18 July, 1867.

SIR,

I am desirous of purchasing, without competition, under the 13th section of the Crown Lands Alienation Act of 1861, the portion of unimproved Crown Land hereunder described, containing 40 acres; and I herewith tender the sum of £10, being a deposit, at the rate of five shillings (5s.) per acre, on the arca for which I apply, and on which it is my intention to reside.

I am, &c.,
CHARLES BRADLEY, Carcoar.

To the Agent for the Sale of Crown Lands at Carcoar.

DESCRIPTION.

County of Bathurst, parish of Hampton, forty (40) acres, on Marrangulla Creek; about 1 mile north of the Village of Euroka, adjoining and bounded on the south by lot 1, portion 18, offered for sale on 24th July, 1865.

Mr. Machattie, for measurement, if unobjectionable.—B.C., 29 August, 1867.—J. S. ADAM, for Sur. Genl.

No. 2.

APPLICATION for the conditional purchase, without competition, of 40 acres unimproved Crown Land, under section 21 of the Lands Alienation Act of 1861.

Received by me, with a deposit of £10, this fourteenth day of May, 1868, at 11 o'clock A.M.

EDWD. J. C. NORTH,
Agent for Sale of Crown Lands at Carcoar.

Carcoar, 14 May, 1868.

SIR,

I am desirous of purchasing, without competition, under the 21st section of the Crown Lands Alienation Act of 1861, the portion of unimproved Crown Land hereunder described, containing 40 acres, which adjoins my conditional purchase of 40 acres, made on the 18th July, 1867; and I herewith tender the sum of £10, being a deposit, at the rate of five shillings (5s.) per acre, on the area for which I apply.

I am, &c.,
CHARLES BRADLEY, Carcoar.

By his appointed Agent,—
W. MONTAGUE ROTHEBY.

To the Agent for the Sale of Crown Lands at Carcoar.

DESCRIPTION.

County of Bathurst, parish of Hampton, forty (40) acres, near Marrangulla Creek (in a square block, as near as previous purchases will permit), adjoining my former conditional purchase of 18th July, 1867: Commencing at a point 10 chains north from the south-west corner-pin, and bounded partly on the east by the above described selected portion, and by B. Stimpson's purchased portion, lot 1, portion 18, of sale on 24th July, 1865, of 30 acres on Marrangulla Creek; and on south-west and north by lines to include the quantity.

Mr. Machattie (if first C.P. is satisfactory), to measure, if unobjectionable.—B.C., 29 July, 1868.—J.S.A., for Sur. Genl.

No. 3.

APPLICATION for the conditional purchase, without competition, of 40 acres unimproved Crown Land, under section 21 of the Lands Alienation Act of 1861.

Received by me, with a deposit of £10, this fourteenth day of May, 1868, at 11:15 o'clock A.M.

EDWD. J. C. NORTH,
Agent for Sale of Crown Lands at Carcoar.

Carcoar, 14 May, 1868.

SIR,

I am desirous of purchasing, without competition, under the 21st section of the Crown Lands Alienation Act of 1861, the portion of unimproved Crown Land hereunder described, containing 40 acres, which adjoins my additional

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additional conditional purchase of 40 acres, made on this 14th May, 1868; and I herewith tender the sum of £10, being a deposit, at the rate of five shillings (5s.) per acre, on the area for which I apply.

I am, &c.,
CHARLES BRADLEY, Carcoar.

By his appointed Agent,—
W. MONTAGUE ROTHERY.

To the Agent for the Sale of Crown Lands at Carcoar.

DESCRIPTION.

County of Bathurst, parish of Hampton, forty (40) acres, near Murrangulla Creek (in a square block as near as previous purchases will permit), adjoining and bounded by my additional conditional purchase of 40 acres, No. 21 (made 14th May, 1868), on the north; on the east by B. Stimpson's purchases; and on south and west by lines to include the quantity.

Mr. Machattie (if first C.P. is satisfactory), to measure, if unobjectionable.—B.C., 29 July, 1868.—J.S.A., for Sur. Genl.

No. 4.

APPLICATION for the conditional purchase, without competition, of 40 acres unimproved Crown Land, under section 21 of the Lands Alienation Act of 1861.

Received by me, with a deposit of £10, this fourteenth day of May, 1868, at 11:30 o'clock A.M.

EDWD. J. C. NORTH,
Agent for Sale of Crown Lands at Carcoar.

Carcoar, 14 May, 1868.

SIR,

I am desirous of purchasing, without competition, under the 21st section of the Crown Lands Alienation Act of 1861, the portion of unimproved Crown Land hereunder described, containing 40 acres, which adjoins my additional conditional purchase of 40 acres, made on the 14th May, 1868; and I herewith tender the sum of £10, being a deposit, at the rate of five shillings (5s.) per acre, on the area for which I apply.

I am, &c.,
CHARLES BRADLEY, Carcoar.

By his appointed Agent,—
W. MONTAGUE ROTHERY.

To the Agent for the Sale of Crown Lands at Carcoar.

DESCRIPTION.

County of Bathurst, parish of Hampton, forty (40) acres, near Murrangulla Creek (in a square block as near as previous purchases will permit): Commencing at a point about 10 chains east of the south-west corner-pin of my additional conditional purchase of 14th May, 1868, No. 22; and bounded thence on the north by that portion east to Stimpson's purchases; thence on the east by Stimpson's purchases about 9 chains south; thence on the north by Stimpson's purchases 10 chains east; thence south again by Stimpson's purchased land about 11 chains; and on the south and west by lines to include the quantity.

Mr. Machattie (if first C.P. is satisfactory), to measure, if unobjectionable.—B.C., 29 July, 1868.—J.S.A., for Sur. Genl.

No. 5.

APPLICATION for the conditional purchase, without competition, of 40 acres unimproved Crown Land, under section 21 of the Lands Alienation Act of 1861.

Received by me, with a deposit of £10, this 14th day of May, 1868, at 11:45 o'clock, a.m.

EDWD. J. C. NORTH,
Agent for Sale of Crown Lands at Carcoar.

Carcoar, 14 May, 1868.

SIR,

I am desirous of purchasing, without competition, under the 21st section of the Crown Lands Alienation Act of 1861, the portion of unimproved Crown Land hereunder described, containing 40 acres, which adjoins my additional conditional purchase of 40 acres, made on the 14th May, 1868; and I herewith tender the sum of £10, being a deposit, at the rate of five shillings (5s.) per acre, on the area for which I apply.

I am, &c.,
CHARLES BRADLEY, Carcoar.

By his appointed Agent,—
W. MONTAGUE ROTHERY.

To the Agent for the Sale of Crown Lands at Carcoar.

DESCRIPTION.

DESCRIPTION.

County of Bathurst, parish of Hampton, forty (40) acres, near Murrungulla Creek (in a square block, as near as previous purchases will permit), adjoining and bounded on the north by my additional conditional purchase of 14th May, 1868, No. 23; on the east by B. Stimpson's purchased land to the north-west corner-pin of the village of Euroka; on the south by the westerly extension of the northern boundary-line of said village reserve; and on the west by a line to include the quantity.

Mr. Machattie (if first C.P. is satisfactory), to measure, if unobjectionable.—B.C., 29 July, 1868.—J.S., for Sur. Gen.

No. 6.

MR. LICENSED SURVEYOR MACHATTIE TO THE SURVEYOR GENERAL.

Bathurst, 20 January, 1869.

SIR,

* Appendix A.

In accordance with your instructions, dated 29th August, No. 67/61, I have the honor to transmit a plan* of 40 acres on Murrungulla Creek, in the parish of Hampton and county of Bathurst, purchased by C. Bradley.

The applicant resides on the land. Improvements consist of a hut and sheep-yard—£15.

I am, &c.,

R. R. MACHATTIE, L.S.

No. 7.

MR. LICENSED SURVEYOR MACHATTIE TO THE SURVEYOR GENERAL.

Bathurst, 20 January, 1869.

SIR,

In accordance with your instructions, dated 29th July, No. 68/57, I have the honor to transmit a plan of Charles Bradley's conditional purchase of 40 acres, parish of Hampton and county of Bathurst.

The applicant resides on his previous selection of 40 acres, No. 26. There are no improvements on this selection.

I have, &c.,

R. R. MACHATTIE, L.S.

No. 8.

MR. LICENSED SURVEYOR MACHATTIE TO THE SURVEYOR GENERAL.

Bathurst, 20 January, 1869.

SIR,

In accordance with your instructions, dated 29 July, No. 68/58, I have the honor to transmit a plan of 40 acres of land in the parish of Hampton and county of Bathurst, conditionally purchased by Charles Bradley.

The applicant resides on his previous selection of 40 acres, No. 26. There are no improvements on this selection.

I have, &c.,

R. R. MACHATTIE, L.S.

No. 9.

MR. LICENSED SURVEYOR MACHATTIE TO THE SURVEYOR GENERAL.

Bathurst, 20 January, 1869.

SIR,

In accordance with your instructions, dated 29th July, No. 68/59, I have the honor to transmit a plan of 40 acres of land, conditionally purchased by C. Bradley, in the parish of Hampton and county of Bathurst.

The applicant resides on his previous selection of 40 acres, No. 26. There are no improvements on this selection.

I have, &c.,

R. R. MACHATTIE, L.S.

No. 10.

MR. LICENSED SURVEYOR MACHATTIE TO THE SURVEYOR GENERAL.

Bathurst, 30 April, 1869.

SIR,

In accordance with your instructions, dated B.C. 29th July, No. 68/60, I have the honor to transmit a plan of Charles Bradley's conditional purchase of 40 acres of land near Marangulla Creek, parish of Hampton and county of Bathurst.

The applicant resides on his first selection of 40 acres, No. 26. There are no improvements.

I have, &c.,

R. R. MACHATTIE,
Licensed Surveyor.

No. 11.

MR. LICENSED SURVEYOR MACHATTIE'S REPORT, WITH PLAN.

MEMORANDUM of subjects requiring explanation or completion in connection with the survey and plan of portion 27, parish of Hampton, transmitted by Mr. Licensed Surveyor Machattie, letter No. 8, 20th of January, 1869, and on which Mr. Machattie's report in explanation is requested.

Subject.

Mr. Machattie has omitted to reserve a way of access to portions 17 and 18, parish of Hampton, 31 acres and 30 acres respectively.—P. F. ADAMS, 25 March.

Report.

Herewith I have the honor to transmit an amended plan,* showing the reserved road as required.—R. R. MACHATTIE, B.C., 30 April, 69/68. *Appendix

No. 12.

MR. LICENSED SURVEYOR MACHATTIE'S REPORT, WITH PLAN.

MEMORANDUM of subjects requiring explanation or completion in connection with the survey and plan of 1 portion, parish of Hampton, transmitted by Mr. Licensed Surveyor Machattie, letter No. 9, 20th of January, and on which Mr. Machattie's report in explanation is requested.

Subject.

Mr. Machattie has omitted to reserve a way of access to B. Stimpson's 39 acres, numbered 14.—P. F. ADAMS, 25 March.

Report.

Herewith I have the honor to transmit a plan† of amended survey, showing reserved road as required.—R. R. MACHATTIE, B.C., 30 April, 69/67. †Appendix C.

No. 13.

MR. LICENSED SURVEYOR MACHATTIE'S REPORT, WITH PLAN.

MEMORANDUM of subjects requiring explanation or completion in connection with the survey and plan of portion 29, parish of Hampton, transmitted by Mr. Licensed Surveyor Machattie, letter No. 11, 20th of January, 1868, and on which Mr. Machattie's report in explanation is requested.

Subject.

Mr. Machattie has omitted to reserve a way of access to B. Stimpson's 26 acres 2 roods.—P. F. ADAMS, 25 March.

Report.

Herewith I have the honor to transmit a plan‡ of amended survey, showing reserved road as required.—R. R. MACHATTIE, B.C., 30 April, No. 69/69. ‡Appendix D.

No. 14.

MR. LICENSED SURVEYOR MACHATTIE'S REPORT, WITH PLAN.

MEMORANDUM of subjects requiring explanation or completion in connection with the survey and plan of No. 30, of 40 acres, parish of Hampton, county of Bathurst, transmitted by Mr. Licensed Surveyor Machattie, letter No. 69/66, of 30th April, 1869, and on which Mr. Machattie's report in explanation is requested.

Subject.

The above plan shows a discrepancy between the length of the east boundary-lines of Nos. 29 and 30, and the west boundary-line of B. Stimpson's 3 portion, adjoining, of 18 links. The lengths of 29 and 30 are 1,578 and 1,540 = 3,118, and of Stimpson's 1,100 + 1,000 + 1,000 = 3,100. Mr. Machattie should have explained the discrepancy in his letter.—P. F. ADAMS, 20 April.

Report.

The length of line as given on my plan* is correct distance as I found pegs on the ground.—R. R. MACHATTIE, B.C., 1 September, 1869. *Appendix E.

No. 15.

CHARLES BRADLEY'S DECLARATION.

DECLARATION of conditional purchaser, under the 13th section of the Crown Lands Alienation Act of 1861, in cases where there has been no alienation of the land.

I, CHARLES BRADLEY, of Murrungulla Creek, do solemnly and sincerely declare, that I am the lawful owner, by conditional purchase, under the 13th section of the Crown Lands Alienation Act of 1861, of the land hereunder described, and that improvements, consisting of clearings, hut enclosures, vinery, and garden, and to the value of £40, have been made on such land; and I declare further, that the said land has been my *bonâ fide* residence, continuously, from the period of selection and first occupation to the present date, and that no alienation of the land has been made by me. I make this solemn declaration, conscientiously believing the same to be true, and by virtue of the provisions of an Act made and passed in the ninth year of the reign of Her present Majesty, intituled, "An Act for the more effectual abolition of oaths and affirmations taken and made in various departments of the Government of New South Wales, and to substitute declarations in lieu thereof, and for the suppression of voluntary and extrajudicial oaths and affidavits."

CHARLES BRADLEY.

Taken and declared at Euroka, this 1st day }
of August, 1870, before me, — W. MONTAGUE ROTHERY, J.P.

DESCRIPTION.

County of Bathurst, parish of Hampton, 40 acres, at Murrungulla Creek, being conditional purchase No. 13,196, of 1867, in the District of Carcoar, made on the 18th July, 1867.

CERTIFICATE OF LAND AGENT.

I hereby certify, that to the best of my knowledge and belief the above declaration is in accordance with fact.

EDWD. J. C. NORTH,
Land Agent for Carcoar District.

Examined and found correct,—29/9/70.

No. 16.

B. STIMPSON, Esq., to THE SECRETARY FOR LANDS.

Carcoar, 8 September, 1870.

SIR,

I beg to bring under your notice the following facts, namely,—that on the 11th July, 1867, one Charles Bradley free selected 40 acres of land in the parish of Hampton, district of Carcoar, the said Charles Bradley being a shepherd in the employ of W. M. Rothery, Esq., J.P., of Clifden, Carcoar, and is still so employed, and that Bradley selected the land for his employer, Mr. Rothery. I am in a position to prove that fact, and also that the value of the improvements is not to the value of £10, although Charles Bradley has made a declaration before the said W. M. Rothery, Esq., J.P., on the 11th day of August, 1870, that the land is improved to the value of £1 per acre, the said Charles Bradley being in the service of Mr. Rothery up to the present day, and that Bradley has stated to several parties that he had free selected the land in question for his employer, Mr. Rothery, so as to prevent me from getting access to my pre-emptive land. I therefore trust that you will instruct Mr. Surveyor Fisher, the District Surveyor, to inspect the land in question, and report the result of his inspection to you; under the circumstances Mr. Rothery, being so interested in the land, ought he, in his magisterial capacity, to have had anything to do with the declaration with (*sic*) Bradley?

I have, &c.,
B. STIMPSON.

No. 17.

R. DRIVER, Esq., M.L.A., to THE SECRETARY FOR LANDS.

Sydney, 20 October, 1870.

SIR,

I have been informed that on the 11th July, 1867, a person named Charles Bradley, in the employ of Mr. Rothery, at or near Carcoar, free selected 40 acres of land in that district; and that, on the 11th day of August, 1870, Bradley, still being employed by Mr. Rothery, made a declaration before that gentleman that the land had been improved to the extent of £1 per acre.

My informant states that it is generally believed the land was originally selected for Mr. Rothery, and that the land has never been improved to the extent of £5, which he states must have been known to Mr. Rothery at the time he took Bradley's declaration.

I know nothing of the matter myself, and as I have always heard Mr. Rothery spoken of as a gentleman of high standing in the district, I feel some difficulty in bringing the matter under your notice. My informant is also a person in whose veracity I place every reliance, and I therefore beg to request that you will immediately cause an inquiry to be made into the circumstances stated, and do what may be right and just.

Yours obediently,
RD. DRIVER.

The surveyor, on the 20th January, 1869, reported that the value of the improvements on the land was £15. In paragraph 2 of this letter it is alleged that the land had never been improved to the extent of £5. As the declaration on the purchase has been received and found correct in form, Mr. Driver should perhaps be informed that the Government do not consider it necessary to take any action in the matter.—16/11/70.

Perhaps some inquiry should be made before passing the declaration. Should not Mr. Rothery be informed of Mr. Driver's statement?—W.W.S., 22nd.

Yes; and requested to make any statement with regard to the matter that to him may seem necessary or desirable.—JOHN R.

No. 18.

THE UNDER SECRETARY FOR LANDS to R. DRIVER, Esq., M.L.A.

Department of Lands,
Sydney, 23 November, 1870.

SIR,

Referring to your letter of the 20th ult., on the subject of the conditional purchase of 40 acres, made at Carcoar on the 18th July, 1867, by a man in the employ of Mr. W. M. Rothery, of the name of Charles Bradley, I am directed to inform you that Mr. Rothery has, in accordance with the instructions of the Secretary for Lands, been apprised of the allegations made against him, with the view of affording him the opportunity of making any statement with regard to the matter that to him may seem necessary or desirable.

I have, &c.,
W. W. STEPHEN,
Under Secretary.

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No. 19.

THE UNDER SECRETARY FOR LANDS to W. M. ROTHERY, Esq.

Department of Lands,
Sydney, 24 November, 1870.

SIR,

I am directed to inform you that it has been represented to this department that the conditional purchase of 40 acres, made at Carcoar on the 18th July, 1867, by Charles Bradley, a man in your employ, was in reality selected for you, and that the land has never been improved to the extent of £5 (of which it is alleged you must have been aware when you took Bradley's declaration that there were improvements on the land to the extent of £1 per acre); and I am to request that you will furnish any statement with regard to the matter which to you may seem necessary or desirable.

I have, &c.,
W. W. STEPHEN.

No. 20.

W. M. ROTHERY, Esq., to THE SECRETARY FOR LANDS.

Clifden, Carcoar, 3 December, 1870.

SIR,

I am in receipt of a letter from your department, addressed to me, relative to Charles Bradley's conditional purchase of 40 acres at Carcoar, made, as therein stated, 18th July, 1867, and further stating that it is alleged that I must have been aware at the time of taking his declaration that the same had never been improved to the extent of £5, &c., adding a request that I will furnish any statement with regard to the matter I may see necessary or desirable. I have to request you will forward to me a copy of the communication received by your department containing the above, and

Have, &c.,
W. MONTAGUE ROTHERY.

To be complied with.—J.B.W., 17th. 20th. Mr. Licensed Surveyor I. S. Clements will have the goodness to furnish a report as to the value of the improvements on the land, in accordance with the decision of the Secretary for Lands, on enclosed paper (70/12,731).—B.C., 31 December, 1870.—J.S.A., for Surveyor General.

No. 21.

THE UNDER SECRETARY FOR LANDS to W. M. ROTHERY, Esq.

Department of Lands,
Sydney, 29 December, 1870.

SIR,

In compliance with the request made in your letter of the 3rd instant, I am directed to transmit to you herewith a copy of the communication containing the allegation that at the time of taking Chas. Bradley's declaration you were aware that he had never made improvements to the extent of £5 on his conditional purchase of 40 acres, at Carcoar. 20th October, 1870.

I have, &c.,
W. W. STEPHEN.

No. 22.

MR. LICENSED SURVEYOR CLEMENTS to THE SURVEYOR GENERAL.

Camp, Carcoar, 7 January, 1871.

SIR,

Referring to your B.C. date of instructions 31st December, 70/31, I have the honor to inform you that the improvements erected upon Charles Bradley's C.P. consist of a bark hut and bough yard, value £2.

I have, &c.,
INGHAM S. CLEMENTS.

This report is forwarded for the information of the Honorable the Minister for Lands, in reference to the decision on 70/12,731, aln., herewith.—J.S.A. for Sur. Genl., B.C., 18 January, 1871. Wait Mr. Rothery's reply.—J.B.W., 28 Jany.

No. 23.

W. M. ROTHERY, Esq., to THE SECRETARY FOR LANDS.

Clifden, Carcoar, 7 January, 1871.

SIR,

I have to acknowledge receipt of your letter of 29th December, conveying, at my request, a copy of the communication on which the late Minister for Lands addressed his letter of 24th of November to me, signed "R. Driver," which clearly purposely does not disclose the name of the author of the information, consequently does not meet my requirements.

The person signing this letter, "R. Driver," is, I conclude, the person who—(with the assistance of a second offence 14 years' convict expirée, with his early Colonial history bad; and a man who narrowly escaped committal for embezzlement at Carcoar, and since then paid the fine for sly-grog-selling at Bathurst; trusted by no one who has had experience of his failings, though now in a position which disgraces New South Wales)—contrived to convert to his own benefit, without the knowledge of but few of the electors (and that only on the nomination-day, and against the will of the mass of the electors, on their becoming acquainted with the fact), the representation of Carcoar in the present Parliament, he being unknown to the electors, a non-resident, and perfect stranger to the District.

These

These two men, who invariably assist one another's attempts, from certain threats of theirs, as I believe I am correctly informed, and from circumstances within my own knowledge, if I am right in my conclusion, are jointly, or one is, the party on whose statement Mr. Rd. Driver has requested you to do what is just and right, and on whose veracity, as he states, he places every reliance, and whose own belief in what is just and right has shown by his letter a decided intent and attempt to conceal their names, evidently friends of his, endeavouring to avail himself of his stealthily obtained position of representative of Carcoar (being at the time a thick and thin supporter of the late Ministry till all chance of their holding office vanished) to injure two electors of the district, holders of land in fee simple.

I request you will apply to Mr. Rd. Driver for the letter or letters on which he addressed the late Minister for Lands; on your forwarding to me copies of them I will comply with the request of the late Minister for Lands, made to me in his letter of the 24th of November.

I imagine the late Minister for Lands, who has long hailed and still hails "all for fair play" did obtain from this Mr. Rd. Driver his informant's letter previous to addressing me on the statement of a person who tells him he knows nothing of the matter himself, and who, supposing he read his letter, must have seen his pointed endeavours to conceal the name or names of the party on whose statement he founded his information, making it worse than anonymous, he, Mr. Rd. Driver, adopting the tactics of a common informer, though he felt such difficulty, as he expresses it, in bringing the matter under his notice for immediate inquiry.

I have, &c.,
W. MONTAGUE ROTHERY.

Secn.—J.B.W., 27 Feb.

[Five plans.]

[1s. 6d.]

Sydney: Thomas Richards, Government Printer.—1871.

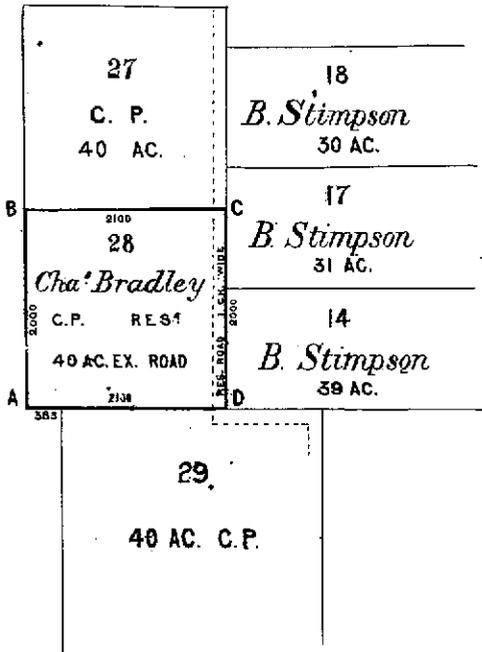
T R A C I N G

of portion 28,

PARISH OF HAMPTON, COUNTY OF BATHURST.

Scale 20 Chains to an Inch

APPENDIX C.



REFERENCE TO CORNERS.				
CORNER	BEARING	FROM	LINKS	N ^o ON TREE
A	N. 84° W.	APPLE	82	28
B	STAKE			
C	S. 20° E.	APPLE	60	27 . 28
D	E. 40° N.	RED GUM	49	28 . XIV

(SIGNED) R. R. MACHATTIE, L. S.

(Sig. 611)

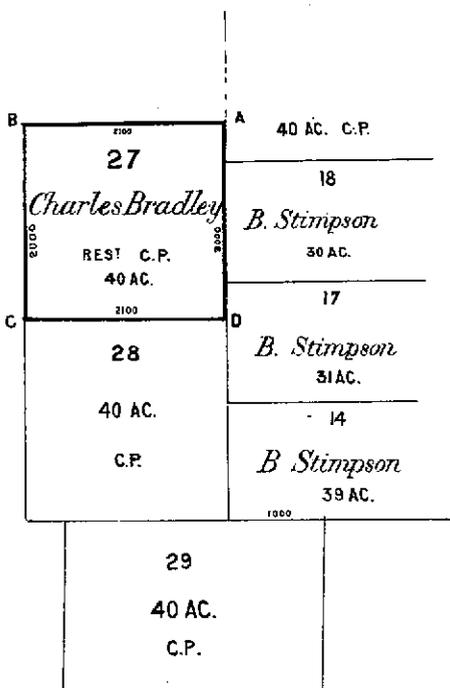
T R A C I N G

of portion 27,

PARISH OF HAMPTON, COUNTY OF BATHURST.

Scale 20 Chains to an Inch.

APPENDIX B.



REFERENCE TO CORNERS.				
CORNER	BEARING	FROM	LINKS	N ^o ON TREE
A	N. 61° W.	RED GUM	60	27
B	STAKE			
C	"			
D	S. 20° E.	APPLE	60	27 . 28

(SIGNED) R. R. MACHATTIE, L. S.

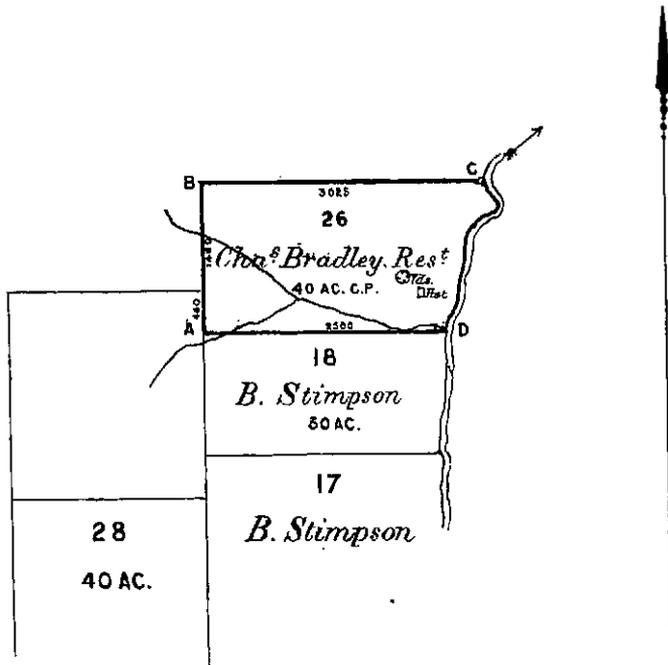
(Sig. 611)

APPENDIX A.

T R A C I N G

of portion 26,
PARISH OF HAMPTON,
COUNTY OF BATHURST.

Scale 20 Chains to an Inch.



REFERENCE TO CORNERS				
CORNER	BEARING	FROM	LINKS	N ^o ON TREE
A	STAKE			
B	N. 55° 45' W.	APPLE	40	26
C	STAKE			
D	N. 16° 45' E.	Y. BOX	48	26

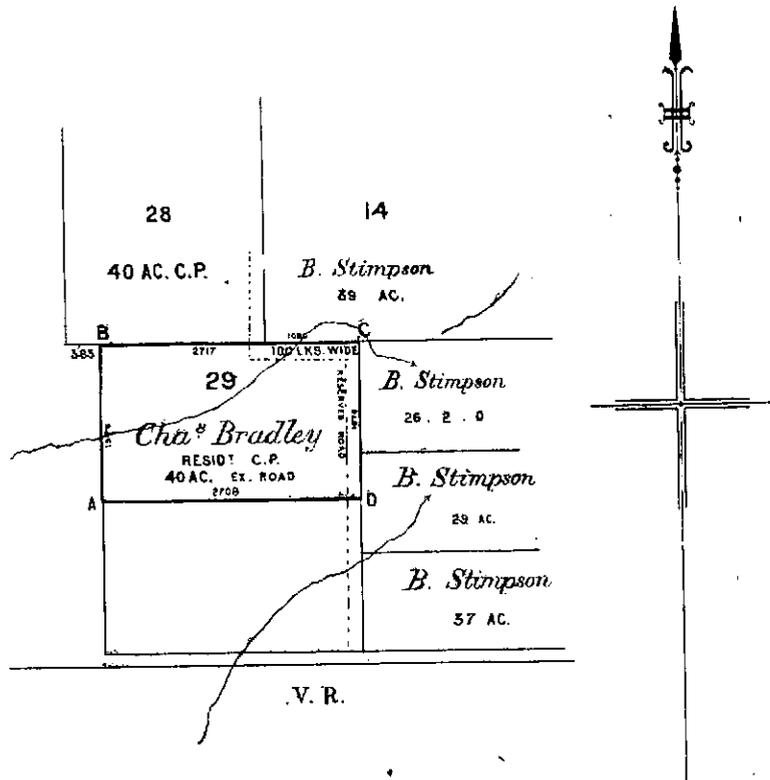
(SIGNED) R. R. MACHATTIE, Licensed Surveyor.

(Sig. 611)

APPENDIX D.

TRACING

of portion 29,
PARISH OF HAMPTON,
COUNTY OF BATHURST,
 Scale 20 Chains to an Inch.



REFERENCE TO CORNERS				
CORNER	BEARING	FROM	LINKS	ON TREE
A	N. 80° W.	RED CUM	43	29.30
B	N. 80° 45' E.	YELLOW BOX	13	29
C	N. 61° 15' E.	APPLE	46	29
D	STAKE			

(SIGNED) R. R. MACHATTIE, L. S.

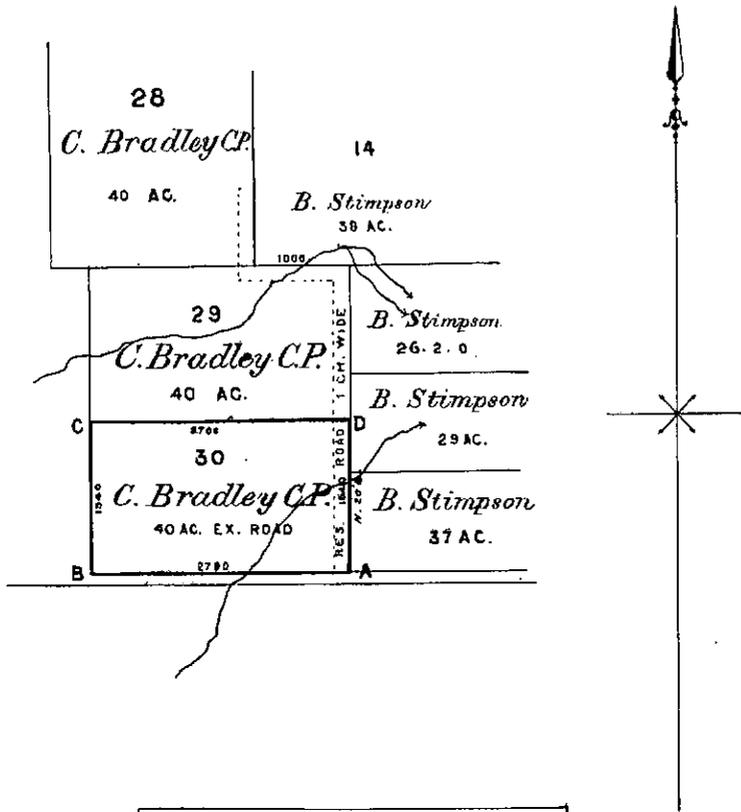
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TRACING

of portion 30,

PARISH OF HAMPTON, COUNTY OF BATHURST.

Scale 20 Chains to an Inch.



REFERENCE TO CORNERS.				
CORNER	BEARING	FROM	LINKS	N° ON TREE
A	N. 58° E.	BOX	77	30
B	STAKE			
C	N. 80° W.	RED GUM	43	29. 30
D	STAKE			

(SIGNED) R. R. MACHATTIE, L.S.

1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

ABRAM ORPEN MORIARTY, ESQ.
(CORRESPONDENCE RESPECTING DISMISSAL OF, FROM THE PUBLIC SERVICE.)

Ordered by the Legislative Assembly to be Printed, 20 October, 1870.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated 15th September, 1870, That there be laid upon the Table of this House,—

“ All Correspondence, Minutes, and Papers, relating to the dismissal of
“ Abram Orpen Moriarty, Esq., from the Public Service.”

(Mr. M. C. Stephen.)

SCHEDULE.

NO.	PAGE.
1. Report of the Inspector of Public Revenue Accounts on the Accounts of the C. C. C. Lands (with three Enclosures, Appendix, and Minute of the Honorable the Colonial Treasurer thereon). 6 June, 1870	2
2. Observations of Mr. Pretious, Chief Clerk, Crown Lands Department, on the above Report, and remarks by the C. C. C. Lands, same subject (with three Enclosures). 13 June, 1870	6
3. Extract from a note addressed to the Honorable the Colonial Secretary by the Honorable the Colonial Treasurer. 26 July, 1870	8
4. Report of Inspector of Public Revenue Accounts on No. 2. 28 July, 1870	9
5. Do. do. as to money for Land Sales paid into the Treasury by the C. C. C. Lands (with Appendices A to O inclusive). 28 July, 1870	10
6. Minutes of the Honorable the Colonial Secretary and His Excellency the Governor and the Executive Council. 28 July, 1870	13
7. Clerk of Executive Council to Mr. Moriarty, calling for explanation. 30 July, 1870	14
8. Mr. Moriarty's letter of explanation (with four Enclosures and Tracing, and Memorandum of Colonial Treasurer thereon). 8 August, 1870	14
9. Memo. submitted to the Executive Council by His Excellency the Governor. 19 August, 1870	18
10. Memorandum of the Colonial Treasurer. 24 August, 1870	19
11. Mr. Thomson's reply to Mr. Moriarty's objections. 24 August, 1870	19
12. Cabinet Minute for the Auditor General. 23 August, 1870	21
13. Memorandum of the Auditor General (with Appendices A to C inclusive). 26 August, 1870	22
14. Minute relative to Auditor General's Memo. 27 August, 1870	23
15. Further from the Auditor General. 29 August, 1870	24
16. Mr. Moriarty to the Auditor General. 29 August, 1870	24
17. Same to the Honorable J. Robertson (with Appendices A to C inclusive). 31 August, 1870	24
18. Cabinet Minute, Minute of the Executive Council, and letter from Clerk of the Executive Council to Mr. Moriarty. 6 September, 1870	25
19. Mr. Moriarty to Clerk of the Executive Council. 16 September, 1870	26

ABRAM ORPEN MORIARTY, ESQ.

No. 1.

THE INSPECTOR OF PUBLIC REVENUE ACCOUNTS TO THE UNDER SECRETARY FOR FINANCE AND TRADE.

The Treasury, New South Wales,
6 June, 1870.

SIR,

Having recently been engaged in an examination of the Revenue Accounts of the Chief Commissioner of Crown Lands, I do myself the honor to submit the result of such examination in the following report, for the information of the Honorable the Treasurer.

My inquiries have been directed in the first place to the nature of this officer's receipts, and the authority under which he is acting as a Collector of Public Revenue. I ascertained the following information on these two points:—

1. That his collections embrace fees on transfers of runs, deposits on tenders for runs, fees on pastoral leases, rent of runs open for selection, timber licenses, and proceeds of maps sold.
2. That the first of these, viz., fees on transfer of runs, are payable to the Chief Commissioner, under the 33rd clause of the Regulations under the Crown Lands Occupation Act of 1861. The second, deposits on tenders for runs, should, according to the 48th clause of same Regulations, be paid direct to the Colonial Treasurer, instead of to the Chief Commissioner. Fees on pastoral leases are payable at the Crown Lands Office, under the 3rd clause of the additional Regulations published in the *Government Gazette* of the 29th December, 1865. The rents payable on selected runs are received under the 5th clause of the Regulations respecting forfeited or vacated runs, published in the *Gazette* of the 28th April, 1865; and timber licenses are issued under the amended Regulations of 20th July, 1864.

It will thus be seen that the Chief Commissioner of Crown Lands is legally constituted a Collector of Public Revenue; and in this capacity I found that his collections for some years past have averaged about £100 per month or £1,200 per annum.

Notwithstanding his collections are so large, and of such a varied character, no books of account are in existence, nor is there any daily record whatever, so far as I could ascertain, of public moneys received; and what is more remarkable still, no bank account by which I could trace the disposal of such moneys.

Under these circumstances I found it utterly impossible to establish anything like a satisfactory check upon the receipts of the department. All that I could obtain whereby to check the Chief Commissioner's collections were the butts of the timber license books and the butts of the official receipt books. The former enabled me to ascertain the amounts apparently received for timber licenses, and to trace their payment into the Treasury. From the peculiar manner, however, in which the latter were drawn, little reliance could be placed upon them as a permanent record of receipt. These official receipts, which are chiefly granted for transfers of runs, are not usually drawn until their completion, which from causes I do not understand may not be for months, in some cases for years; so that they can never represent the collections in consecutive order of dates.

I endeavoured to ascertain the amount of the collections, and the disposal of the same, from the commencement of 1867 up to the 30th April last; but in doing that I had to be guided entirely by loose papers and memoranda furnished by the officers of the department, which of course were of little value as a check. From these I gathered that the Chief Commissioner had, or rather should have had (for I had not the means of ascertaining it) on hand the following moneys, viz.:—

	£	s.	d.
Fees on transfer of runs	338	0	0
Deposits on tenders for runs, 1869... ..	55	0	0
Do. do. 1870... ..	42	10	0
Fees on pastoral leases	33	0	0
Rent of selected runs	102	10	0
Transfer fee on special lease—2 March, 1869	2	0	0
In all... ..	£573	0	0

It is necessary that I should guard myself by stating that I do not give these figures as entirely reliable, because as already explained they are not the result of information obtained from books of account, but from papers and memoranda. All I can say is that the amounts may be more, but I am satisfied they cannot be less.

During my examination of Mr. Moriarty's accounts, the following sums, portion of the above, were paid into the Treasury, viz.:—

	£	s.	d.
For transfer of runs completed in January last	44	0	0
Deposits on tenders for runs, 1869	55	0	0
Do. do. 1870	42	10	0
Other items	35	17	10
	£177	7	10

I annex a statement (A), showing how I arrive at the first amount in hand on the 30th April last. That statement I compiled from the butts of the official receipt books above referred to, and the Treasury receipts for moneys paid in. It will be observed from this document that great delay has frequently taken place in paying into the Treasury the amounts due for completed transfers, and that on the 31st May last, the amounts due for February, March, and April of this year had not been paid over.

The deposits on tenders for runs 1869 and 1870 (see statement B), only paid in during the last few days, should have been paid over long ago—indeed there is no reason that I am aware of why they should not have been paid in, according to regulation, weekly. These moneys are legally payable to the Treasury only, and an explanation should be afforded of their being collected by the Chief Commissioner of Crown Lands.

I also annex a statement (C) of the rents received for selected runs. An explanation regarding the delay in paying into the Treasury the sums therein shown is, in my opinion, highly desirable. An explanation is also necessary regarding the nonpayment into the Treasury of the £2 received on the 2nd March, 1869, as transfer fee on special lease.

As I am unable to discover any good grounds why moneys collected by the Chief Commissioner should be retained so long in his possession, or any reason why he should not comply with the general instructions to Collectors of Public Revenue, I would suggest that he be at once instructed to pay into the Treasury the balance of his collections as above shown on 30th April last, together with his collections for the past month; and that in future, payments into the Treasury be made in strict conformity with the Regulations published in the *Government Gazette* of 27th August, 1869.

I think it is also necessary that Mr. Moriarty should state what the balance of public moneys in his hands was on 30th April last, and in what bank he had it lodged. He should also be instructed to keep his public account in future with the Bank of New South Wales, which according to agreement is entitled to all the Government banking business.

It will of course be necessary that in future the revenue accounts of the department be kept in a proper manner. To do this it will only require a cash-book and ledger. Every sum should be entered in the cash-book the moment it comes into the hands of the Chief Commissioner, or the officer deputed or empowered by him to receive moneys in his absence, and an official receipt drawn at once for the amount so received. When remittances come by post, the official receipt should be despatched by return post; when money is received by hand, a receipt should be given for it at the time. It would also, I imagine, be desirable, when practicable, to have the letters received by post opened in presence of a second officer, and the record of all such letters initialled by both.

Both the Chief Commissioner and the officer immediately entrusted with the collection of public moneys should, in my opinion, be called upon to give security; the former, say for £500, and the latter for £300.

I have, &c.,

JAMES THOMSON,

Inspector of Public Revenue Accounts.

[Enclosures to No. 1.]

A.

STATEMENT of Fees received by the Chief Commissioner of Crown Lands, for Transfer of Runs, from 1 January, 1867, to 31 May, 1870.

Receipts.		Payments into the Treasury.			
Date of Receipt.	Amount.	Date.	For Month of	Amount.	
	£ s. d.			£ s. d.	
1867—January.....	62 0 0	1867— 7 March.....	January.....	88 0 0	
February.....	76 0 0	9 April.....	February.....	66 0 0	
March.....	66 0 0	1 May.....	March.....	70 0 0	
April.....	46 0 0	25 June.....	April.....	48 0 0	
May.....	74 0 0	10 July.....	May.....	84 0 0	
June.....	150 0 0	29 „.....	June.....	110 0 0	
July.....	70 0 0	31 August.....	July.....	108 0 0	
August.....	98 0 0	8 October.....	August.....	78 0 0	
September.....	138 0 0	2 November.....	September.....	126 0 0	
October.....	114 0 0	13 December.....	October.....	118 0 0	
November.....	62 0 0	31 „.....	November.....	66 0 0	
December.....	80 0 0	1868—24 January.....	December.....	96 0 0	
	1,036 0 0			1,058 0 0	
1868—January.....	86 0 0	1868—15 February.....	January.....	30 0 0	
February.....	204 0 0	16 March.....	February.....	106 0 0	
March.....	194 0 0	22 April.....	March.....	138 0 0	
April.....	66 0 0	28 May.....	April.....	172 0 0	
May.....	236 0 0	30 June.....	May.....	128 0 0	
June.....	94 0 0	7 August.....	June.....	202 0 0	
July.....	78 0 0	7 September.....	July.....	82 0 0	
August.....	94 0 0	28 „.....	August.....	104 0 0	
September.....	118 0 0	7 December.....	September.....	134 0 0	
October.....	58 0 0	1869—22 January.....	October.....	76 0 0	
November.....	40 0 0	27 February.....	November.....	34 0 0	
December.....	72 0 0	3 April.....	December.....	70 0 0	
	1,290 0 0			1,276 0 0	

STATEMENT of Fees—continued.

Receipts.		Payments into the Treasury.		
Date of Receipt.	Amount.	Date.	For Month of	Amount.
	£ s. d.			£ s. d.
1869—January.....	56 0 0	1869— 4 May.....	January.....	32 0 0
February.....	104 0 0	16 June.....	February.....	86 0 0
March.....	44 0 0	16 „.....	March.....	74 0 0
April.....	94 0 0	25 August.....	April.....	82 0 0
May.....	116 0 0	27 „.....	May.....	130 0 0
June.....	94 0 0	31 „.....	June.....	96 0 0
July.....	70 0 0	7 October.....	July.....	68 0 0
August.....	96 0 0	25 November.....	August.....	80 0 0
September.....	56 0 0	31 December.....	September.....	68 0 0
October.....	114 0 0	1870—17 February.....	October.....	114 0 0
November.....	70 0 0	29 March.....	November.....	66 0 0
December.....	82 0 0	30 April.....	December.....	60 0 0
	996 0 0			956 0 0
1870—January.....	36 0 0	1870—28 May.....	January.....	44 0 0
February.....	70 0 0			
March.....	82 0 0			
April.....	80 0 0			
	268 0 0			
Total.....	£ 3,590 0 0		Total.....	£ 3,334 0 0

TRANSFER FEES.

Recapitulation.

Balance, 31st December, 1866	82 0 0	£ s. d.
Received in the year 1867	1,036 0 0	
1868	1,290 0 0	
1869	996 0 0	
1870, to 30th April	268 0 0	
	<u>3,672 0 0</u>	
Paid into the Treasury, 1867	1,058 0 0	
1868	1,276 0 0	
1869	956 0 0	
For January, 1870	44 0 0	
	<u>3,334 0 0</u>	
Balance.....	£338 0 0	

B.

LIST of Deposits on Tenders for New Runs paid into the Treasury during May, 1870.

Number of Tender.	Name of Tenderer.	Name of Run.	Amount of Deposit.
No. 10 of March, 1869...	Brooks Brothers	Rocky Plain	£ s. d.
2 June, „	P. A. Best.....	West Yalcogrin	2 10 0
3 „ „	George Gorton.....	Concac.....	2 10 0
2 July, „	Charles Boyd	Quagga North	2 10 0
3 „ „	John Jones	Upper Gundymundall	2 10 0
9 „ „	P. H. B. Onions	Narrenwena	2 10 0
12 „ „	David Reid	Complement	2 10 0
7 August, „	George Barrett.....	Rocky Plain	2 10 0
3 Sept., „	Joseph Chaffey.....	South Coormore.....	2 10 0
5 „ „	James Coggan	Oakey Creek	2 10 0
7 „ „	A. Remington	Yalcogrin North, Block A	2 10 0
8 „ „	Owen Cooney	The Scrub-yard	2 10 0
11 „ „	Adelaide Riall	(Unknown).....	2 10 0
3 Oct., „	James Kennedy	Top Lagoon	2 10 0
7 „ „	John Kennedy	Youngnulgra East	2 10 0
1 Nov., „	J. de V. Lamb	Goangra Retro South	2 10 0
2 „ „	John Bennett	Barbingal	2 10 0
3 Dec., „	John B. Watt	Little Cap and Bonnet	2 10 0
4 „ „	A. G. Jones	Surplus	2 10 0
5 „ „	„	No Plunder.....	2 10 0
6 „ „	„ and William Allan	Back Grogan	2 10 0
7 „ „	„	Bcta.....	2 10 0
2 Jan., 1870...	Charles Colwell, junr.....	Gunelah North	2 10 0
3 „ „	John M'Donald	Gordon	2 10 0
4 „ „	„	Curraging North	2 10 0
5 „ „	„	New Cocopaira	2 10 0
7 „ „	John Jenkins	Dirty Corner	2 10 0

No. 2.

OBSERVATIONS OF MR. PRETIOUS, CHIEF CLERK, CROWN LANDS DEPARTMENT, ON No. 1.

Crown Lands Revenue Account.—Mr. Thomson's report.

Transfer Fees.—These make up the principal amount of the revenue received in this office; and although there has been, as Mr. Thomson states, no account book kept for the daily record of these receipts, yet each fee as received is at once noted on the application with which it is received, and at the close of every month a statement of amounts received on transfers completed, has been entered in a book kept for that purpose, and a list has also been prepared showing amount of fees on hand, on transfers not completed. These together form a complete record of fees carried to revenue and fees remaining in suspense. These last must necessarily remain on hand until the transfers are either rendered complete or withdrawn.

Deposits on Tenders.—These are, by the Regulations of 1st November, 1861, clause 48, made payable, as Mr. Thomson observes, into the Colonial Treasury, the tenders to be accompanied by a certificate of such payment. As however persons tendering constantly forwarded cheques, cash, or other remittances, enclosed with the tenders, instead of Treasury certificates as provided by the Regulations, it was not, I presume, deemed advisable by the Tender Board to allow the tenders, if otherwise unobjectionable, to be compromised by this irregularity.

Fees on Pastoral Leases.—These fees are dealt with in precisely the same manner as are the transfer fees.

Rent of Runs open to selection.—These rents used to be paid into Treasury direct after approval of issue of lease, but it was found that the amounts were not always paid on approval of issue of lease or for some time afterwards, and meantime other would-be applicants were debarred from selecting. It was then arranged that parties applying to select should first be called upon to lodge the amounts which would be due. After these amounts were lodged in this office, it has sometimes been found unadvisable to issue leases without first revising the boundaries of the runs, and from this cause considerable delay has doubtless occurred.

Perhaps it would be well to revert to the custom of calling for payment after approval of issue of lease, such payments to be made forthwith.

Timber Licenses.—These fees are also dealt with in precisely the same manner as are the transfer fees.

Proceeds of Maps sold.—There are now no lithographs on sale at this office.

Bank Account.—In reference to this, I may remark that it is within my recollection that the Chief Commissioner proposed to me, some years since, to open a separate account of moneys received; and with this view, application was made to the Oriental Bank, but the Bank declined to open an account so limited in extent as that proposed.

A. O. PRETIOUS.
13 June, 1870.

See paragraph 5,
page 2.

P.S.—Mr. Thomson states (see 2nd sheet of his report) that the official receipts, which are chiefly granted for transfer of runs, are not usually drawn until their completion, and that therefore they can never represent the collections in consecutive order of dates. In this matter Mr. Thomson has misunderstood the practice of the office. Receipts are always drawn on the day the fees are received, whether they are lodged personally or come to hand by post. They are either handed personally to the party lodging or forwarded with letter intimating completion of transfer, or if there is any obstacle to the completion, then with letter advising that such obstacle exists.—A.O.P.

REMARKS OF CHIEF COMMISSIONER OF CROWN LANDS ON No. 2.

I DESIRE to add a few remarks to these observations of Mr. Pretious, the Chief Clerk in the Crown Lands Office:—

I do not of course question that collections of public money having been made in the office renders me answerable for the due observance of all rules laid down for the guidance of public accountants; but this responsibility, and the amounts represented by it, have been so much below my ordinary daily responsibilities, that I feel to some extent excused for not having regarded myself strictly as to be considered a public accountant, and for having bestowed less of my personal attention upon the details of the arrangements than would have been excusable had the direct collection of revenue been among the more important functions of the office. At the same time, I think it will be seen that the system pursued, if not satisfactory to a professional accountant, or in accordance with the routine essential in financial offices, has afforded due security to the public against malversation, and has been liable to no risk of error that might not have arisen under almost any other system.

The bulk of the collections has been from fees on the transfer of runs. These are generally made through the agency of banks, mercantile houses, or agents in Sydney; and as their completion is always a matter of urgency to the parties concerned, dispatch is always essential. The fees are mostly paid into the office when the documents are deposited, but in some cases are received with them by post. In either case their receipt is at once noted on the original instruments of transfer (which are important documents, always recorded instantly on receipt, and preserved with great care). The receipts then pass under the review of four persons,—the clerk, who receives and records the transfer, and in most instances the fees the chief clerk, to whom they are at once handed, and who signs the official receipts; myself, when signing the transfer; and the clerk who makes up the monthly accounts.

The uniform practice of the office, from the commencement of these collections, has been to make up the accounts and lodge the amounts in the Treasury monthly. Accompanying the usual attested statements of collections rendered to the Auditor General, a separate statement has been forwarded of all runs transferred during the month (and which have been notified to the Treasury from day to day as the transfers have taken place). At the same time, for purposes of verification, a statement has been made out

out of all incomplete transfers and fees on hand on the last day of the month, exhibiting the causes of delay in completion. These last documents are retained in the office, and form a continuous record and explanation of all incomplete cases. Pending the making up and verification of these various statements, the original transfer documents are left on hand. These, with the official receipt books, in which, as Mr. Pretious points out, all receipts have been (contrary to Mr. Thomson's impression) immediately entered, have admitted of each month's collections being at least as carefully verified as would have been practicable from the mere examination of books of account without reference to such vouchers. At the same time, I am sensible that it would have been more satisfactory had books been kept for the daily entry of the items exhibited, and heretofore entered in the books from the monthly statements. I was indeed under the impression until recently that such a daily book was kept; one has now been opened. Deposits on tenders for runs should be and generally have been lodged in the Treasury direct by the applicants; but in some cases, to save themselves trouble, applicants or their agents have enclosed the deposits on their tenders. Amounts so enclosed have been invariably noted in the original entry of the tenders made in the record book on the opening of the tenders in the presence of the Board, and also on the original tenders. Such deposits have been treated apart from the authorized collections, and lodged specially in the Treasury when the tenders were being dealt with. The total amount so transmitted during the past year was less than £100.

With regard to the receipt of rent on selected runs, the total amount of which was about the same during the year as for tenders,—the transmission of the rent before the lease was recommended was called for to meet an abuse (as pointed out by Mr. Pretious) of runs being applied for but not taken up; the object of the applicants being not to obtain leases but to prevent the disposal of them. By this means parties really desiring to obtain leases were debarred from doing so. But in the course of the technical examination of run boundaries which has been in progress for some time past in this office, it was found that the existing descriptions of many (indeed most) of the forfeited runs—some of those applied for in particular—either overlapped other tenures, were inclusive of much more or much less than the estimated area, or were in other respects in need of revision or explanation, and that in the meantime to grant new leases would only be productive of embarrassment and possible litigation. References and correspondence thus ensued, leading to delays which could not have been anticipated; and all pending cases having been disposed of, a different arrangement is proposed for the future. I enclose a memorandum explanatory of the omission to lodge a fee of £2 on the transfer of a special lease, which has been brought to account as an arrear in the Settlement of Collections for June, 1870. With regard to the custody of moneys pending deposit in the Treasury, I originally gave directions (as mentioned by Mr. Pretious) for a special account to be opened at one of the Banks, and all fees to be placed there; but the opening of an account such as the collections then represented was declined by the Bank applied to—the Oriental—and hence there has been no official banking account. See BB.

I dare say a Bank might have been found willing to keep the account as under present arrangements with the Bank of New South Wales; but as the amounts on hand were never very large, until within the past few months, the matter did not seem to call for special notice. Such moneys were always kept distinct from my private moneys.

As regards the delays in the making up and settlement of accounts, I must plead the incessant and excessive demands upon my personal attention, which, more particularly since the commencement of the present year, have kept me so much occupied with the duties of two offices, while obliged to be in attendance here, as to have enforced the withdrawal of my attention from money matters in the Crown Lands Office, which, though not less important perhaps than those which have been transacted, have not been so much pressed upon me. Indeed it was Mr. Thomson's visit of inspection, at the end of May, that first pointedly called my attention to the delay in the accounts of collections for the early part of this year, which were thereupon settled up to the 31st of May, prior to the date of his report (6th June).

Reverting now to the statement appended to Mr. Thomson's report of sums to be accounted for (which having been compiled from the office records are of course correct), A, B, and C.

I enclose a Return (AA) in continuation to the 30th June ultimo of the first of these, showing the fees upon all completed transfers and lease fees to that date (which have been duly lodged), and the balance in hand (amounting to £86) being fees on transfers and leases not yet completed.

This sum cannot, as I conceive, be brought finally to account pending the completion of the transactions, of the steps necessary to which the parties concerned have been duly advised. It has been paid into an official account of collections which has, pursuant to Mr. Thomson's suggestion, been opened with the Bank of New South Wales.

The amount shown in Return B (which consisted principally of drafts and money orders) had also been lodged prior to Mr. Thomson's report.

Of the Return C, the amount payable to the Treasury, £80 has been lodged, and the balance, £22 10s., has been refunded to the parties.

The balance is caused by a whole year's rent having in some cases been forwarded, whereas the amount due is from the commencement of the current quarter. (See Return CC.)

With respect to Mr. Thomson's suggestions that I should give security for £500, and the person charged with the receipt of moneys in the office for £300, I would observe that I have already given the security suggested, but with regard to the officer in question the amount suggested is needlessly large.

The average monthly collections are stated correctly by Mr. Thomson to average £100, and the amount at any one time in this officer's possession cannot, under present arrangements, often amount to half that sum. I would therefore submit that the Chief Clerk, Mr. Pretious, who is the responsible person, should give the security proposed, but that the amount need not exceed £100.

A.O.M.

[Enclosures

[Enclosures to No. 2.]

AA.

MEMORANDUM of Fees for Transfers of Runs and Registration of Leases, for May and June, 1870.

	Fees received.			Paid into Treasury.		
	Transfers.	Leases.	Totals.	Transfer Fees.	Lease Fees.	Totals.
	£	£	£	£	£	£
May	40	.....	40	76	4	80
June	62	4	66	76	5	81
Totals	102	4	106	152	9	161

Recapitulation.

Fees on hand 31st December, 1866, for incomplete transfers—amount	£82
„ received to 30th April, 1870, as per receipt books	3,590
„ „ 30th June, 1870	102
	£3,774
Fees paid into Treasury up to 28th May, 1870	3,334
„ „ 4th June, 1870	300
„ „ 6th July, 1870	76 (June collections)
Fees returned to applicants.....	16
Total of payments	£3,726
Fees for incomplete transfers on hand 30th June, 1870	48
Fees for leases not yet issued.....	38
Total balance on hand 30th June, 1870	£86

Crown Lands Office,
Sydney, 8th July, 1870.

BB.

Z 27.—Fee paid on the enclosed transfer of two acres at Currumbene Creek, Jervis Bay.—Special lease from George Dent to George Hill has not been forwarded to the Treasury. £2 now required so that it may be done.—4 June, 1870. [Not initialled. In Mr. Mansfield's handwriting.]

This might have been accounted for with the transfer fees. It is portion of Revenue of 1869.—A.O.P., 5 June, 1870.

Why was this not included in the month's collection in which it was received?—13. [Not initialled. In Mr. Moriarty's handwriting.]

It was the first and only collection of the kind that we have had in this office, and it escaped my notice when making out the monthly return of transfers of runs.—G.M., 13/6/70.

Include in next list as an arrear.—17. [Not initialled. In Mr. Moriarty's handwriting.]

Included in account of June collections, 1870.—E.O'D., 4 July, 1870.

CC.

MEMORANDUM of Moneys received for Rents of Selected Runs.

Name of Run.	Amount received.	Paid into Treasury.	Returned to Parties.
	£ s. d.	£ s. d.	£ s. d.
North Darling Back Run, No. 10	10 0 0	} 15 0 0	} 5 0 0
Do. No. 16	10 0 0		
Currungala	5 0 0	} 5 0 0	} 5 0 0
Cullatin	5 0 0		
Kerigundah	2 10 0	2 10 0	
Hermitage Plains, Block G	5 0 0	5 0 0	
Do. Block H	5 0 0	5 0 0	
Ballycastle	2 10 0	2 10 0	
Enmore	10 0 0	5 0 0	5 0 0
North Panbau	10 0 0	5 0 0	5 0 0
Birie	10 0 0	} 30 0 0	
Balubula	10 0 0		
Salt Lake	10 0 0		
Outer Back Bullamong	7 10 0	5 0 0	2 10 0
	£ 102 10 0	80 0 0	22 10 0

No. 3.

EXTRACT from a note addressed to the Honorable the Colonial Secretary by the Honorable the Colonial Treasurer.

The Treasury, New South Wales,
26 July, 1870.

“I find on inquiry that £771 10s. was paid into the Treasury on the 18th June, which was received by Mr. Moriarty about the 20th March previous, from the Messrs. T. and F. Cooper, for the purchase of land; so that he had this money to his private account for three months—this independently of the £90—I forget the exact sum.”

SAUL SAMUEL.

No. 4.

REPORT OF INSPECTOR OF PUBLIC REVENUE ACCOUNTS ON NO. 2.

The Treasury, New South Wales,
Sydney, 28 July, 1870.

Minute-paper.

Subject:—Revenue Accounts of the Crown Lands Department.

I MUST confess that I feel somewhat at a loss in dealing with the observations of the Chief Commissioner of Crown Lands, and his Chief Clerk, Mr. Pretious, on my report of the 6th June last on the Revenue Accounts of the Crown Lands Department, in consequence of the many technical details they contain, and which, to my mind, have very little bearing on the subject.

My statements with regard to the unsatisfactory condition of the accounts of the department are not, as far as I can gather, impugned by either of these officers. On the contrary, it is fully admitted, I think, that no proper books of account were in existence up to the date of my inspection; and further, that no public account had ever been opened with any of the Banks for the deposit of collections pending their transmission to the Treasury; nor is it denied that Mr. Moriarty had in his possession the large sum of £573 which was not shown in any collected form whatever. Both Mr. Moriarty and Mr. Pretious have, however, endeavoured to show that notwithstanding there were no books of account kept, there were other records of an equally satisfactory character; these records, as I understand them, being simply acknowledgments on the applications of the amounts therewith received, and the registration of such applications. How this method of recording cash transactions can be looked upon as satisfactory, where public revenue is collected under four or five different heads, it is difficult to imagine.

With respect to Mr. Pretious' statement that "at the close of every month a statement of amounts received on transfers completed has been entered in a book kept for that purpose, and a list has also been prepared showing amount of fees on hand on transfers not completed," I have only to say that if such a book is in existence I never saw it, and that it is remarkable it was not produced when, at the expense of much time, I was endeavouring to find out the state of these fees from the butts of the official receipt-books.

Mr. Pretious says also that I have misunderstood the practice of the office with reference to the drawing of official receipts. These, he states, are always drawn on the day the fees are received, whether they are lodged personally or come to hand by post. This statement is calculated to mislead. The fact is, the receipts are, as stated in my report, not drawn until the transfers have been completed, which may be months after the receipt of the fees. When drawn, they are, however, dated not the day drawn, but that on which it appears from the applications the money was actually received. This can easily be proved by a reference to the butts themselves. It is, however, almost superfluous for me to go into details, as Mr. Moriarty admits that my report is substantially correct. Besides that, the recent payment into the Treasury of all collections to 30th June last, excepting a balance of £86 now in the Bank of New South Wales, proves that there were really no valid reasons for the undue retention of so much public money in Mr. Moriarty's hands. By a reference to statements B and C attached to my report, it will be seen that some of these collections had been in his possession for nearly twelve months.

Enclosures to
No. 1.

There is one other matter which I think it desirable to refer to, as both Mr. Moriarty and Mr. Pretious have offered explanations on the subject; and that is, with respect to the moneys received as rents on runs open to selection. These moneys were deposited in consequence of advertisements, which from time to time appeared in the *Government Gazette*, of forfeited runs open to selection at the rents therein stated. How any question can arise as to the propriety of receiving these deposits after the appearance of such advertisements I am at a loss to comprehend. The explanations given of this matter cannot, I think, be deemed altogether satisfactory, when it is considered that the amounts shown in statement C have—with the exception of over-payments to the extent of £22 10s.—now been paid into the Treasury.

Mr. Moriarty has annexed a statement (AA) to his memorandum, showing that he had a balance on hand on the 30th ultimo of £86, which he conceives cannot be brought finally to account pending the completion of the transactions. In this I do not agree with him. The money can easily be brought to account at once; and should any refund afterwards be found necessary, it can as readily be made from the Treasury as from his bank account. I am under the impression that there has been some correspondence between the Auditor General and the Chief Commissioner on this very point; the former being desirous of obtaining from the latter an attested account of actual receipts within the month, instead of an account showing only the collections connected with the applications finally disposed of.

Mr. Moriarty's statement that his collections were always kept distinct from his private moneys requires explanation, as, in reply to an application I made for his bank pass-book, I was informed that I could not trace the deposit of public moneys in it, they having been mixed up with some trust funds. If, however, they have been kept distinct, as now stated, the cash transactions of the department can be checked to a certain extent still.

The security which Mr. Moriarty states he has already furnished, is given, in common with other heads of departments, in connection with the disbursement and not the collection of public moneys. In consequence of that security having been given, it may not be considered necessary to require him to furnish so much as £500 additional. I do not however believe that £300 is too large a sum for the officer who, in the Chief Commissioner's absence, will act as collector of revenue. Although, as Mr. Moriarty observes, the collections only average £100 per month, it does not follow that a very much larger sum might not occasionally come into his possession.

JAMES THOMSON,
Inspector of Public Revenue Collectors' Accounts.

REPORT OF INSPECTOR OF PUBLIC REVENUE ACCOUNTS.

The Treasury, New South Wales,
Sydney, 28 July, 1870.

Minute-paper.

Subject:—Money for Land Sales paid into the Treasury by the Chief Commissioner of Crown Lands.

See A to O
inclusive,
appended.

THE accompanying papers having been placed in my hands for report, I beg to submit the following remarks thereon, for the information of the Honorable the Treasurer.

On the 16th March last Mr. Moriarty received from Mr. Hughes, Manager of the Maitland Branch of the Bank of Australasia, the sum of £769 10s., which sum, it was stated, was on account of Messrs. Cullen and Rogers, being the balance of 1,026 acres of land, as per receipts enclosed by Mr. Hughes. These receipts, it appears to me, would at a glance indicate the exact nature of the remittance, and should therefore have been a correct guide to Mr. Moriarty in its disposal.

Instead of transmitting the money to the Treasury, it would seem that Mr. Moriarty retained it until the 18th June, on which date it was paid over.

In the interim Mr. Hughes wrote to ascertain the amount due for deed fees; and on being informed, remitted, on the 5th April, a further sum of £2, which was also paid into the Treasury on the date mentioned.

As there is no explanation on the papers handed to me, with reference to this retention of moneys with which the Crown Lands Department had nothing whatever to do, I would respectfully suggest that Mr. Moriarty be requested to explain the circumstances under which it remained in his possession from the 16th March to the 18th June last.

JAMES THOMSON.

A.

The Manager, Bank of Australasia, Maitland, to The Chief Commissioner of Crown Lands.

Bank of Australasia, Maitland,
New South Wales, 15 March, 1870.

Sir,

*Not with papers
returned to
writer. See B.

Enclosed I beg to hand you a draft for £769 10s., which sum is paid by Messrs. F. and T. Cooper, on account of Messrs. Cullen and Rogers, as the balance of 1,026 acres of land, as per enclosed receipts,* which please return. I do not know what the amount of the deed fees will be, but if you will kindly advise me I will at once remit you the same.

Yours obediently,
EDWD. HUGHES,
Manager.

With draft, £769 10s.—A.O.M., 16 Mar.
Ack. receipt. Immediate.

B.

The Chief Commissioner of Crown Lands to The Manager, Bank of Australasia, Maitland.

Crown Lands Office,
Sydney, 18 March, 1870.

Sir,

I have the honor to acknowledge the receipt of your letter of the 15th instant, enclosing a draft for £769 10s., amount paid by Messrs. F. and T. Cooper, on account of Messrs. Cullen and Rogers, as the balance of the purchases of 1,026 acres of land at Ardgowan.

Two enclosures

I return the receipts, as requested by you.

I have, &c.,
A. O. MORIARTY,
Chief Commissioner of Crown Lands.

N.B.—A fee of £1 is payable on each deed of grant from the Crown.

C.

The Manager, Bank of Australasia, Maitland, to The Chief Commissioner of Crown Lands.

Bank of Australasia, Maitland,
New South Wales, 21 March, 1870.

Sir,

Yours of the 18th instant reached me this morning, and in reply I shall be happy to remit the amount of fees, on receipt of the particulars of the same or the deeds of grant.

Yours obediently,
EDWD. HUGHES,
Manager.

D.

The Chief Commissioner of Crown Lands to The Manager, Bank of Australasia, Maitland.

Crown Lands Office,
Sydney, 30 March, 1870.

Sir,

In reply to your letter of the 21st instant, I have the honor to refer you to the postscript to my letter of the 18th instant. The deed fees, which are payable before preparation of the deeds applied for, amount to £2.

I have, &c.,
A. O. MORIARTY,
Chief Commissioner of Crown Lands.

E.

11

E.

The Manager, Bank of Australasia, West Maitland, to The Chief Commissioner of Crown Lands.
Bank of Australasia, West Maitland,
New South Wales, 5 April, 1870.

Sir,
In reply to your No. 70-761, of 30th ultimo, just to hand, I have the honor to enclose you draft for £2 for deed fees on account of Messrs. Cullen and Rogers.

A.O.M.
Yours obediently,
EDWARD HUGHES,
Manager.

F.

The Chief Commissioner of Crown Lands to The Manager, Bank of Australasia, West Maitland.
Crown Lands Office,
Sydney, 24 June, 1870.

Sir,
Referring to your letter of the 15th March last, covering draft for £769 10s. on account of Messrs. Cullen and See A. Rogers, in payment of balance for 1,026 acres of land,—and to your subsequent communication of the 5th April, enclosing draft for a further sum of £2,—I have the honor to request that you will favour me with particulars of the land in respect of which the payment is made, as no such purchases in the names of Cullen, Rogers, or Cooper, can be identified. Your remittance has in the meantime been lodged in the Treasury to Suspense Account.

I have, &c.,
Chief Commissioner of Crown Lands.

(This letter does not seem to have been signed or sent.)

Pencil memo.—Can this be traced in this office? It must be in connection with a sale at one of the Land Offices in the Gwydir, Liverpool Plains, or New England Districts.—24, A.O.M.
The sum of £771 10s. appears to have been received, but only £771 has been paid into the Treasury.—25, W.C.E.

G.

CHEQUE, signed by A. O. Moriarty, received from Theophilus Cooper. Treasury suspense receipt to be sent to Mr. Moriarty, No. 119, on £771 10s. Union Bank.
Lands Department, 18/6/70.

	£	s.	d.
Cullen.....	652	10	0
Rogers.....	121	0	0
	<u>773</u>	<u>10</u>	<u>0</u>
In suspense.....	771	10	0
	<u>£2</u>	<u>0</u>	<u>0</u>

balance due.

Will the Under Secretary for Lands be good enough to furnish the particulars of this remittance to the Treasury.—
H.L. B.C., Treasury, 20/6/70.
I have explained at the Treasury the particulars of this remittance.—W.C.E., 25th.
10s. herewith.—25.
£771 suspense. 18 June, /70.
10s. suspense. 27 June, /70.

H.

The Chief Commissioner of Crown Lands to The Manager, Bank of Australasia, West Maitland.
70/7713
Department of Lands,
Sydney, 25 June, 1870.

Sir,
With reference to the purchases made by Messrs. Cullen and Rogers, at the sale of Crown Lands held at Moree on the 22nd December, 1869, I am directed to request that you will be good enough to forward to the Treasury the further sum of £2, being the amount still due for deed fees for the purchases in question.

I have, &c.,
A. O. MORIARTY.

I.

The Manager, Bank of Australasia, West Maitland, to The Chief Commissioner of Crown Lands.
Bank of Australasia,
West Maitland, New South Wales,
28 June, 1870.

Sir,
In reply to your 70/7713, I beg to state that, as requested in your 70/761 of 30th March, a draft for £2 was forwarded to you on 5th April, in payment of deed fees on account of Messrs. Cullen & Rogers, for which draft I have at present received no acknowledgment. II. D.
Is the £2 now applied for in addition to that already forwarded?

Faithfully yours,
EDWD. HUGHES,
Manager.

J.

12

J.

Messrs. Iceton & Son to The Under Secretary for Finance and Trade.

Sydney, 4 July, 1870.

Sir,

Will you be so good as to furnish us (on behalf of Messrs. J. & T. Cooper) with receipt for £649 10s., the balance of purchase money of 866 acres at Ardgowan, bought by Thomas Harvey Cullen, at Moree, 22nd December last, and with a receipt for £120, balance of purchase money of 160 acres at same place, bought by Thomas Rogers, at Moree, on same day. These balances, amounting to £769 10s., were sent to the Chief Commissioner of Crown Lands by the Manager of the Bank of Australasia, E. Maitland, on behalf of Messrs. Cooper, about 15th March last.

We have, &c.,
ICETON & SON.

£771 10s. has been paid into the Treasury, but the purchase awaits a further sum of £2 to complete same. Thus due by—

	£	s.	d.
Cullen	652	10	0
Rogers	121	0	0
As per slips from Land Office.....	773	10	0
Received as part	771	10	0
Still due	£2	0	0

which should be paid at once.—W.N., 5/7/70.

A mistake has occurred in the slip of the Land Office. The amount due, when the slip has been corrected, is thus—

	£	s.	d.
Cullen	654	10	0
Rogers	121	0	0
	775	10	0
	771	10	0
			0 received from Lands in part
	£4	0	0 still due, not £2 as herein minuted by me.

£4 paid by Iceton & Son.—7 July, /70, W.N.

K.

The Under Secretary for Finance and Trade to Messrs. Iceton & Son.

6 July, 1870.

Gentlemen,

I have the honor to acknowledge receipt of your letter of 4th instant, applying, on behalf of Messrs. F. & T. Cooper, for receipts for the sums of £649 10s. and £120 paid as balances of purchase money of 866 acres land in the name of T. H. Cullen, and 160 acres in the name of Thomas Rogers.

I beg to state, in reply, that the sum of £771 10s. has been paid into the Treasury for the purposes mentioned, but that a further sum of £2 is required before the receipts in full can be issued.

I have, &c.,
HENRY LANE.

L.

The Under Secretary for Lands to The Manager, Bank of Australasia, West Maitland.

Department of Lands,
Sydney, 7 July, 1870.

Sir,

With reference to your letter of the 28th ultimo, respecting the sum of £2, being the amount still due for deed fees for land purchased by Messrs. Cullen and Rogers, I am directed to inform you that the amount in question is in addition to that already forwarded by you.

I have, &c.,
G. J. ARMYTAGUE,
For the Under Secretary.

M.

The Manager, Bank of Australasia, West Maitland, to The Under Secretary for Finance and Trade.

Bank of Australasia,
West Maitland, New South Wales,
11 July, 1870.

Sir,

In reply to yours of 7th instant, I enclose you draft for £2, being deed fees for land purchased by Messrs. Cullen and Rogers.

Yours obediently,
EDWARD HUGHES,
Manager.

£2 suspense already paid awaiting refund, 13th July, /70.
The required amount having been paid by Iceton & Son, solicitors, the amount now sent can be refunded.

W.N., 13 July, /70.

N.

The Under Secretary for Finance and Trade to The Manager, Bank of Australasia, West Maitland.

15 July, 1870.

Sir,

I am in receipt of your letter of 11th instant, enclosing the sum of £2 in payment of deed fees upon land purchased by Messrs. Cullen and Rogers.

The fees having been previously received from Messrs. Iceton & Son, of this city, your remittance is not required, and will be returned to you, or otherwise disposed of, as you may direct.

I have, &c.,
HENRY LANE.

O.

The Manager, Bank of Australasia, West Maitland, to The Under Secretary for Finance and Trade.

Bank of Australasia,
West Maitland, New South Wales,
19 July, 1870.

Sir,
In reply to your letter, No. S 233, of 15th instant, I shall feel obliged by your remitting to me the sums therein mentioned.

Yours obediently,
EDWARD HUGHES,
Manager.

Pay Branch, 20, I.L.L.

No. 6.

MINUTES OF THE HONORABLE THE COLONIAL SECRETARY, AND HIS EXCELLENCY THE GOVERNOR AND THE EXECUTIVE COUNCIL.

Minute-paper for the Executive Council.

Colonial Secretary's Office,
Sydney, 28 July, 1870.

It is with deep regret that I feel it my duty to bring before His Excellency and the Executive Council certain matters affecting Mr. A. O. Moriarty, Under Secretary for Lands and Chief Commissioner of Crown Lands, in relation to the Accounts of the Crown Lands Department. Early in the past month the Colonial Treasurer became acquainted with certain information which induced him to direct an inquiry by Mr. Thomson, the Inspector of Public Revenue Accounts, into the Accounts of the Chief Commissioner of Crown Lands, which disclosed the fact that very great irregularity and neglect existed in dealing with public moneys received by the Chief Commissioner, under certain Regulations framed under the Crown Lands Occupation Act of 1861, for the following Services, viz. :—

1. Fees on Transfer of Runs.
2. Deposits on Tenders for Runs.
3. Fees on Pastoral Leases.
4. Rent of Runs open for Selection.
5. Timber Licenses.
6. Proceeds of Maps sold.

From Mr. Thomson's report, herewith submitted, it appears that considerable sums have been received on account of the said Services, and retained by the Chief Commissioner for long periods, instead of being forwarded to the Treasury, as was obviously his duty, under the instructions issued for the guidance of Collectors of Public Revenue.

Indeed, the Inspector's report shows that Mr. Moriarty has not only omitted to forward his collections to the Treasury, but has actually kept no reliable record of the amounts so received by him; and, from the statement prepared by Mr. Thomson from the imperfect means at his disposal, it is evident that considerable sums were received, and, at the date of his inspection, were not remitted to the Treasury, on account of several of the Services above specified.

The statement so prepared has substantially been accepted by Mr. Moriarty, and adjusted by him; but this does not appear to my colleagues and myself to condone the offence of neglect and irregularity which the action of the Inspector of Accounts has brought to light.

While thus bringing under notice the loose and highly reprehensible practice followed by Mr. Moriarty in the Accounts of the Crown Lands Department, I regret to be compelled also to have to call attention to another matter of a very grave nature, which affects Mr. Moriarty's character in a more serious degree.

It appears that Mr. Moriarty received from Mr. Hughes, of the Bank of Australasia, Maitland, on the 16th March last, the sum of £769 10s., on account of the purchase of certain land by Messrs. Cullen and Rogers.

No doubt could possibly exist as to the nature of the remittance, as the receipts which accompanied the same sufficiently explained its object; but for some cause, which has not been satisfactorily explained, the money was not paid into the Treasury until the 18th ultimo, or nearly three months after its receipt, and there is reason for believing that the same was applied in the interim to Mr. Moriarty's private purposes.

In submitting the accompanying reports and correspondence, I am led to the painful conviction that grave suspicion attaches to Mr. Moriarty of appropriating public moneys for his private uses: such conduct being not only highly improper in itself, but also in total disregard of the instructions directing the payment of all moneys received by him in his official capacity into the Treasury.

I feel therefore that there is no other course open to me but to recommend that Mr. Moriarty be suspended from the performance of his public functions, and called upon to show cause why he should not be removed from the Public Service.

CHARLES COWPER.

Minute of Executive Council. Advised, 28th July, 1870. Confirmed, 4th August, 1870.

His Excellency the Governor lays before the Council a Minute-paper by the Honorable the Colonial Secretary, submitting certain reports by the Inspector of Public Accounts, together with the correspondence in connection therewith, affecting Mr. A. O. Moriarty, Under Secretary for Lands and Chief Commissioner of Crown Lands, in relation to the Accounts of the Crown Lands Department.

A copy of the said Minute-paper is hereto appended.

2. The Council having deliberated on the subject, are of opinion that the matters set forth in the Minute-paper referred to affect in a very serious degree the character of Mr. Moriarty, and demand inquiry. They therefore advise that he be suspended from the performance of his public functions, and called upon to show cause why he should not be removed from the Public Service.

ALEXR. C. BUDGE,
Clerk of Executive Council.

No. 7.

THE CLERK OF THE EXECUTIVE COUNCIL TO A. O. MORIARTY, Esq.

Executive Council Office,
Sydney, 30 July, 1870.

SIR,

I have the honor to inform you that, at a recent meeting of the Executive Council, you were suspended from the performance of your public functions, in consequence of certain irregularities connected with the Accounts of the Crown Lands Department, as fully set forth in the Minute-paper, a copy of which is enclosed.

I am further directed to request that you will have the kindness to favour me, at your earliest convenience, for the information of His Excellency the Governor and Council, with any explanation you may desire to offer of the charges made against you, and to show cause why you should not be removed from the Public Service.

I have, &c.,

ALEXR. C. BUDGE,
Clerk of the Council.

No. 8.

A. O. MORIARTY, Esq., to THE CLERK OF THE EXECUTIVE COUNCIL.

Enfield, 8 August, 1870.

SIR,

I have the honor to acknowledge the receipt, on the 3rd instant, of your letter of the 30th ultimo, and subsequently of those portions of the correspondence on the various matters referred to which were not at first transmitted.

You inform me that, at a recent meeting of the Executive Council, I was suspended from the performance of my public functions, in consequence of certain irregularities connected with the Accounts of the Crown Lands Department, for full particulars of which you refer me to the accompanying Minute-paper; and you desire that I should afford, for the information of His Excellency the Governor and the Council, any explanation I may desire to offer of the charges made against me; and further, that I should show cause why I should not be removed from the Public Service.

After the better part of a lifetime devoted to the Public Service, in the whole course of which on no single occasion have I previously incurred a censure or had occasion to answer a charge of any description, I enter with little spirit on vindicating myself from charges which are as degrading as they are novel; but I nevertheless entertain a confident hope—arising from my consciousness that I have not now lost sight of the standard of rectitude by which I was guided in my past career—but I shall be able to show, if not that there were no sufficient grounds for the ruinous severity of the punishment already inflicted upon me in my suspension from office, at least that there is no cause for adding thereto a measure so fatal as would be my removal from the Public Service, with a slight upon the honorable reputation I have hitherto sustained, which is itself not less dear to me, for my own and my children's sakes, than the bread of which its loss would deprive us. In the Minute setting forth the charges against me, reference is first made to the report of Mr. Thomson on the Accounts of the Crown Lands Office, and to the irregularities therein stated to have existed; and I am stated to have accepted the substantial accuracy of that report, and to have adjusted the amounts due on the basis of the accompanying statements. I would here remark that I pointed out in my former observations that those statements under their various heads could not be otherwise than correct, having been made up in the office from the original papers and vouchers filed there. Although embodying the result of an independent compilation extending over the preceding three years (which, notwithstanding the difficulties complained of, occupied, I believe, but a few hours a day during some three days), those statements disclosed no inaccuracy or error, with one insignificant exception already explained. They exhibited no discovery such as might be inferred, but in fact went to verify the accuracy of the payments made into the Treasury, and the statements rendered to the Auditor General monthly, in which the date and particulars of each receipt and its adjustment were set forth in detail, during those three years. The only amounts which were shown to be unadjusted were the collections for the three months preceding, with certain special receipts already referred to, and to which I shall again have occasion to advert. In accepting and adjusting the accounts as rendered by Mr. Thomson, therefore, I accepted
and

and adjusted no more than the usual monthly statements of the office contained, and which would have been adjusted all the same irrespectively of his investigation, so soon as I should myself have verified them, according to my ordinary practice. Indeed, the adjustment took place before Mr. Thomson's report was written, or the result of his investigations known. I did not descend to a criticism of Mr. Thomson's report (which was, I do not doubt, drawn up with the intention of faithfully performing a perhaps disagreeable duty), nor did I think it necessary to point out the omission of some material facts, as for example, that the accounts under review had been, up to a recent date, adjusted to the satisfaction of the Auditor General, and that the information which Mr. Thomson compiled was already, as to completed matters, compiled, attested, rendered, and on record in the Audit Office and Treasury; and, as to incomplete matters, shown by statements filed in the office and ready to his hand. I did not complain of some observations that I might have thought uncalled for, or point out that some matters which Mr. Thomson confessed not to understand, he might easily have understood had he availed himself of the assistance which both I myself and Mr. Pretious volunteered to give him; but I would respectfully point out that I did draw attention to two rather important matters in which Mr. Thomson was mistaken, and I showed that a necessity for delay existed in another of which he seemed unaware.

In a commentary upon my observations, however, which was before the Honorable the Colonial Secretary when recommending, and before His Excellency and the Council when deciding upon, my suspension, but which I have not until now had an opportunity of examining, Mr. Thomson has not only repeated in a more pointed form the statements, his mistakes in which were pointed out—and, while confessing inability to understand what he terms the technical details given by me and by Mr. Pretious, hesitated not to dismiss them as having little bearing upon the subject—but he has for the first time stated (as an impression truly, but very much as if it were a fact) another material matter as to which he is also under a complete mistake.

Leading up, as these various statements have inevitably done, to the generally adverse conclusion arrived at, and tending as they do, by repetition of previous mistaken statements and the addition of another of cognate character, to question the facts alleged in the explanation referred to, and weaken their effect, it is necessary that I should, at the risk of dwelling on this portion of the subject, prove that Mr. Thomson has, whether from imperfect apprehension or recollection, or a perhaps insensible desire to establish his previous conclusions, fallen into grave error in no less than four material questions, three of these questions of fact. The first of these has reference to a statement made by Mr. Pretious and myself as to the book kept in the office for the entry, at the close of each month, of the amount received on transfers completed, &c.; and Mr. Thomson observes—"I have only to say that if such a book is in existence I never saw it, and that it is remarkable it was not produced when, at the expense of much time, I was endeavouring to find out the state of those fees from the butts of the official receipt books." I beg to refer to the enclosed note, marked A, addressed to me by Mr. E. O'Dwyer, the clerk who has kept this book and made out the monthly statements from it, and who declares not only that he did show this book to Mr. Thomson, but that they together referred to it for the purpose of identifying a particular receipt, and traced therefrom its payment into the Treasury.

The second mistake made by Mr. Thomson, and repeated by him with the observation that the correction of his previous statement was calculated to mislead, is repeated in these terms—"The fact is, the receipts are, as stated in my report, not drawn until the transfers have been completed, which may be months after the receipt of the fees." I beg to refer to the enclosed statement, marked B, from Mr. Mansfield, the clerk who receives the transfers, records, and deals with them, and draws the receipts, and who states that it has been his regular practice to issue receipts at once to parties paying fees into his hands, and that in case of their being received by post, the receipts are drawn on the papers reaching him, under the date of their being received into the office, and whether the transfer is completed or not; and further, that in no instance has any delay occurred in the papers being sent to him when received by letter or by post. I think Mr. Thomson would himself have seen his error in this matter, if he had remembered the numerous receipts which he must have seen for fees upon incomplete transfers.

Another matter upon which I find it necessary again to take issue with Mr. Thomson is, in relation to the disposal of leases advertised as open to selection; as to which he is unable to understand how any difficulty or necessity for further investigation could have occurred, more especially as the rents tendered have now been paid into the Treasury. A glance at the accompanying sketch,* showing three of these runs, will illustrate some of the difficulties exhibited by these cases, in which the local descriptions framed many years ago have been found so generally incorrect as to have led to a recommendation that all such runs should be withdrawn until better information is obtained; the present information in most cases serving only to show the former errors, without affording the means of correcting them. In the cases in which the rent has been paid into the Treasury, most of the runs have had to be altered in area or boundaries, while some are still unsettled; and the rent, though lodged in the Treasury, has been placed in the Suspense Account, as the leases cannot be safely given.

The remaining question of fact upon which Mr. Thomson is in error is, the impression which he states that he is under that there had been some correspondence between the Auditor General and myself; that officer being desirous of obtaining from me an attested account of actual receipts within the month, instead of an account showing only the collections connected with the applications finally disposed of.

All this is quite new to me; I know of no such correspondence, and cannot think how Mr. Thomson can have derived his impression; but I do think he should have been at the pains of verifying, before introducing such a statement into his commentary. After careful search, the only thing that can be traced bearing, however remotely, on the subject, is in the enclosed copy, marked C, of a query by the Auditor General upon the attested accounts for the month of November, 1867 (the only query I believe ever addressed to me arising out of the examination of such accounts). It will be seen from this paper that the question of bringing the fees finally to account, pending completion of the applications by the parties, arose not in the query, but in the reply thereto, on which it was fully set forth satisfactorily, it would seem; no further remarks having been made on the subject. It is far from my meaning or wish to impute any intentional misrepresentation to Mr. Thomson; but the errors into which he has fallen have led to the conclusion that no reliable record has been kept of the cash transactions of the office, of which I must insist that a perfectly reliable record has been kept by which every transaction can be traced. At the same time, as before pointed out, the office is not a Revenue department, nor the place for record of Revenue under various heads, after the proper returns have been rendered to the Treasury and Audit Offices, which are the proper places for such a record.

As regards the system of accounts, I will only further remark, that having seen that all payments were in due course lodged in the Treasury, that all statements were duly rendered to and audited by the Auditor General, having never heard of an instance of loss or miscarriage, and nothing having ever occurred seeming to call for personal attention to details which were in the hands of responsible subordinate officers (to whom I do not, however, wish to transfer blame from myself), I hardly can bring myself to believe that I have failed so utterly in this portion of my duty as to have merited the severe censure that has fallen upon me.

With respect now to the remittance by Mr. Hughes of a sum of £771 10s., on account of Messrs. J. & T. Cooper for Messrs. Cullen & Rogers, and the delay in its transmission to the Treasury, I am under a slight disadvantage in not having the original correspondence before me, which shows the whole transaction; because, although you have been so good as to supply copies, there are many minor matters (for example the handwriting of the various notes) which would have helped to a clearer understanding and explanation of the causes of delay. As it is, a casual examination of the papers while in the hands of the Honorable the Treasurer enabled me to point out one misapprehension, seriously damaging to me, that had arisen when they were before the Cabinet.

I think, however, that a reference to the correspondence will show that, on receipt of the original letter, its contents were noted by me, and the letter marked "immediate," and forthwith passed into the office, and recorded there by the record clerks, and its receipt officially acknowledged. In the ordinary course the papers should then have come back to me for transmission with the enclosure to the Treasury. But enclosed in the letter were receipts showing the object of the remittance, but showing at the same time that the amount was incorrect, some further payment being required for deed fees. The return of these receipts had been requested by Mr. Hughes, and they were returned in the letter of acknowledgment, in which also the further payment required was pointed out.

By an inadvertence in the office (with which I am only connected as the victim of it), the receipts were returned in this way without a note being taken of the particulars which they afforded (and which were not otherwise stated) of the nature of the remittance; and accordingly, when the balance was ultimately received on the 9th of April, these particulars necessary for identification thereof were not available, and search through sale lists of various districts, or further reference, became necessary.

To the best of my recollection the papers were not again brought before me at this time, certainly not in a complete state; but I was then so overwhelmed with work that it was physically impossible for me, sometimes for several weeks together, to go through all the papers in cases that did come before me, though my best energies were expended in the attempt; and it is quite possible that this, as well as other matters, may have lain over, buried beneath some of the barrow-loads of papers that I had daily to deal with, awaiting, in the absence of attention being called to it, its disposal in its turn. To any one familiar with the accumulations of documents and correspondence that at times inevitably occur in such an immense department as that of Lands, the business of which—never slack to those engaged in its direction—is occasionally subject to periods of extreme pressure, I need not explain how sometimes, in spite of the most anxious attention, apparent inattention will arise, while individual effort, however sustained, cannot be multiplied with the demands upon it.

But the exertions that I was called upon to make produced at last such serious results to my health that I was informed by my medical adviser that perfect rest for a considerable time would be essential to obviate the most serious consequences, and absolutely forbidden to attend to any business whatever. A few days' rest enabled me to resume attendance at the office, but I was for a long time unable to undertake the active transaction of business. Before doing so, being naturally anxious that all outstanding pecuniary relations with the Treasury should be brought to a close, and finding the particulars of this case still wanting, I caused the amount to be lodged in the Treasury to Suspense Account, and to avoid further delay. With the correspondence will be observed a draft letter, bearing date about a week later than the payment, addressed to Mr. Hughes, applying afresh for the particulars in question.

This draft letter was written for my signature but not sent; and I think it will be seen that it was in consequence of a note written thereon by me requiring further search to be made in the Lands Office, and mentioning certain districts in which I happened to know Messrs. Cooper to be interested, that the purchases were at last identified (though in the meantime I was assured that no such purchases had taken place), and the correspondence exhibiting the whole transaction was thereupon forwarded to the Treasury. Any such idea as that of concealment, even were there a motive for it, would have been utterly preposterous, and could not have been entertained for a moment. The injurious misapprehension to which I have previously alluded was in the supposition that the draft letter just mentioned was sent to Mr. Hughes at a time when the particulars were known.

You refer me to the Minute-paper and accompanying correspondence, as fully setting forth the grounds of my suspension; and I will endeavour to confine myself to the statement therein of the charges and imputations against me, which are sufficiently grave without my travelling beyond it in search of others to reply to. I have stated what were the actual causes of the delay in the matter last mentioned, and refer to attendant circumstances which I would hope go far to excuse my participation in such delay; and, with reference now to the observation that there is reason to believe that the money in question was applied to my private uses, I respectfully submit that this is a presumption to which it is difficult to reply except by a simple denial, unless indeed I could hope to accomplish the impossible feat of proving a negative. I do think however that the single fact of the money in question having been paid into the Treasury, as before stated, should suffice to raise a contrary presumption of at least equal weight; and, apart from all other considerations, I might indeed refer to the pieces of information, imperfect or inaccurate, as to some of my private affairs, which I know to have been reported to my prejudice, as well as to the rumours, infamous in their tendency and purport, which have been sedulously circulated with regard to the Lands Department and others as well as myself; but I do not know that even had I been sooner made aware than I was of such rumours, I should have felt called upon to notice them; and with regard to my private transactions, while there are none that, so far as I am personally concerned, I should object to publish, it would be a task as idle as endless to enter upon a detail of them with the hope of disproving a presumption at variance with my whole character and conduct. I hardly know whether I am to understand the suspicions expressed in the concluding portions of the minute under reply, of my having appropriated public moneys to my private uses, as a repetition of the foregoing, or as imputing that any public moneys have gone into my hands which have not been duly paid into the Treasury. If the latter,—painful and damaging to me as such a suspicion must be, it does not appear

appear to me that I can say more in answer to such a charge than that I have not heard of it before, or of any such case having occurred, or having been stated to have occurred. While it is justly observed that these are matters affecting my character, it must I think be admitted on the other hand that my character should have some slight bearing upon them. This is not an occasion on which I can be considered immodest if I say that my character has, during a service of more than twenty-five years, during various seasons of trial and temptation, during various Administrations, and even when involved in issues between contending political parties, never until now been tarnished by a breath of censure.

Commencing with the records of the Executive Councils of this and another Colony, I might adduce, on the other hand, testimony the most flattering, from authorities the very highest and most discriminating, to my own character and the value of the services which I have in various positions rendered to the public; nor do I think that, until damnified by my present position, and the misrepresentations to which it has given rise, my repute with the general public was less high than it still is, I am happy to say, with those who know me.

I have now held for ten years a position in which, if I had been capable of paltering with my sense of its requirements and proprieties—or with that which I regard not less cogent, my personal honor—I might without risk or trouble, without violating any official rule or order, and almost without exposing myself to the smallest censure or suspicion, have realized, by the mere use, for my private advantage or that of my friends, of information in my possession, profits out of all proportion to the emoluments of any public office, almost of any private pursuit in this Colony. I claim no credit for abstaining from such profits, the gaining of which would not have become me; but the facts, which can be testified to by any one familiar with squatting or Crown Land business, are hardly consistent with the implied charges that I am answering.

That I should have been overwhelmed with official labour since the commencement of this year will not I think be considered very surprising, when the unprecedented circumstances in which I have been placed are recalled to mind. On the office of Under Secretary for Lands becoming vacant, I already held an office of equivalent emolument, the duties of which were more familiar and agreeable to me, and afforded a sphere of usefulness excelled by none other below the rank of a Minister of the Crown. I neither coveted nor applied for the vacant office, but undertook its duties in addition to my own (without stipulating for extra emolument), in furtherance of the desire of the Government for retrenchment, and believing for my own part that the opportunity was a favourable one of simplifying and improving the conduct of the public business, which has to some extent been effected.

But these advantages were only gained at a very great cost to myself. Neither the work of Under Secretary nor that of Chief Commissioner was diminished, nor that of any subordinate officer increased, and I simply performed the former as performed by my predecessor (that is to say, so far as my inferior ability permitted), with the difficulty arising from the novelty of details, much greater I candidly acknowledge than I anticipated, and such duties of my former office as those and the necessity for my almost constant presence at the Ministerial Department rendered possible.

Among the latter may be mentioned the arrangements for the reappraisements, now in progress, of some 1,500 of the most valuable runs in the Colony, each involving in effect a separate arbitration, and most of them some question of tenure, boundaries, or area, requiring my attention. My difficulties were enhanced, by the Parliament being in session, and at its close, by the retirement of the late Minister for Lands. It would be unbecoming in me to say that the administration of the department suffered any injury while conducted by the Head of the Government, and I should have no ground for saying so were it otherwise; but it is obvious that my duties must have been increased during the time that there was not a Minister daily presiding in the office to give interviews and take an active part in its routine, and by my natural wish to relieve the pressure by only bringing before the Minister matters requiring responsible decision or authority. It is hardly matter for surprise that many important matters should have for the time been exposed to delay, or that ultimately my health should have broken down under the severity of the strain. (I may refer to the accompanying note from Dr. Alleyne, on this subject, which was not however designed as a medical certificate).

I will only further apologize for the length of this communication; and, expressing a hope that I have not been betrayed into any undue warmth or freedom of expression, or if I have, that my present circumstances may be held to excuse it, I submit myself, and interests which I hold dearer than myself, for the just decision of His Excellency the Governor and the Executive Council.

I have, &c.,
A. O. MORIARTY.

19/8/70.—B.

Laid before the Executive Council on 19th August, 1870, and referred to the Cabinet for further consideration.

ALEXR. C. BUDGE,
Clerk of the Council.

A.

Mr. E. O'Dwyer to A. O. Moriarty, Esq.

Crown Lands Office,
Sydney, 2 August, 1870.

Sir,

Having been informed by you that Mr. Thomson had reported, with reference to his late inspection of the accounts of this office, that we kept no book showing the particulars of the collections lodged from time to time at the Treasury, I have the honor to state that the book kept for some years back, from which the statements for the Treasury and Audit Office were prepared, was shown by me to Mr. Thomson, and was in fact referred to by both of us together, for the purpose of identifying a receipt, as given for a transfer fee, by ascertaining that it had been so accounted for among the entries in the book in question.

I have, &c.,
E. O'DWYER.

18

B.

Mr. G. Mansfield to The Chief Commissioner of Crown Lands.

Crown Lands Office,
2 August, 1870.

Transfer fees.

Sir,

In answer to your question of this morning, I would state that it has been my regular practice in this office to issue receipts at once to parties paying fees into my hands.

When transfer fees have been received by post, my practice is to draw the receipt as soon as the papers come before me initialled by you, and to date such receipts from the day on which the letter enclosing the money is registered as having entered the office, and whether completed or not. There may perhaps have been one or two exceptions, but the circumstances of such cases would be shown by the papers.

There has never, within my recollection, been a case in which transfer papers, received by post or by letter, have not been at once sent down to me.

I have, &c.,
G. MANSFIELD.

C.

Audit Office,
Sydney, 9 January, 1868.

555. X 67442.

Q.-p.—Revenue. (To be returned.)

Reference to the Account.	Observations or Query.	Explanation or Answer.
Attested account of moneys collected between 1st and 30th November, 1867.	F. & A. Cadell, £2. The butt of receipt sent in support states that the sum was received on 27th August. Explanation is required. C. ROLLESTON.	The application for transfer of the run not having been stamped, was referred back to Messrs. Cadell, by whom it was returned complete on the 11th November, the fee being in the meantime held in suspense. A.O.M. B.C., 15 Jan., 1868.

The Chief Commissioner of Crown Lands.

D.

Haynes Alleyne, Esq., M.D., to A. O. Moriarty, Esq.

Australian Club, 30 June, 1870.

My dear Moriarty,

I made an appointment with you for to-day or to-morrow, I forget which, but I shall be here from 1 o'clock to ½ past 1 to-day. In reference to my suggestion that you should ask leave of absence for the purpose of affording yourself perfect rest for some time, I am strongly of opinion that you should not delay doing so. Nothing else but a temporary cessation from work will do you any real and lasting good, and much evil may result from the postponement of what is so necessary to effect your restoration to health.

Yours truly,
HAYNES ALLEYNE.

No. 9.

MEMO. submitted to the Executive Council, by His Excellency the Governor.

19 August, 1870.

MR. MORIARTY takes issue with Mr. Thomson as to the fact of a book of record being kept. He puts in exhibit A, a note by Mr. E. O'Dwyer of the Lands Department, in proof of his own position.

See enclosure A
to No. 8.

Mr. Dwyer might be called on to produce the book, and Mr. Thomson asked if he recollected seeing it.

With regard to the £771 10s.—The whole of Mr. Moriarty's explanation may be quite true as far it goes, but I understand the real charge against him to be that, during the three months which elapsed between the receipt of the money and payment into the Treasury, he lodged the money to his own private credit, and drew on it as if it were his own money. This he meets as follows:—"I respectfully submit that this (the statement that there was reason to believe that the money was applied in the interim to Mr. Moriarty's private purposes) is a presumption to which it is difficult to reply except by a simple denial, unless indeed I could hope to accomplish the impossible feat of proving a negative."

If Mr. Moriarty would show where the cheque was placed during the interval, and if necessary produce an extract from his bank account, with a view of proving that he did not use the money, it would be much more to the purpose.

No. 10.

No. 10.

MEMORANDUM OF THE HON. THE COLONIAL SECRETARY.

24 August, 1870.

Mr. THOMSON will please peruse Mr. Moriarty's letter of explanations to the Executive Council, and reply to those remarks which impugn some of the statements in his report.—S.S.

No. 11.

MINUTE-PAPER.

Subject:—Revenue Accounts, Crown Lands Department.

The Treasury, New South Wales,
Sydney, 24 August, 1870.

In compliance with the Minute of the Honorable the Treasurer on Mr. Moriarty's letter of the 8th instant, to the Clerk of the Executive Council, I beg to submit the following replies to the principal objections raised by that gentleman to my report of the 6th June last, and to my subsequent memorandum of the 28th July. No. 10.

In order that these may be the more readily understood, I will state in connection with each reply Mr. Moriarty's objections to what he denominates in one place my "mistaken statements," and in another, "grave error in no less than four material questions, three of these questions of fact."

"The first of these has reference," he says, "to a statement made by Mr. Pretious and myself as to the book kept in the office for the entry at the close of each month of the amount received as transfers completed &c.; and Mr. Thomson observes—"I have only to say that if such a book is in existence I never saw it, and that it is remarkable it was not produced when, at the expense of much time, I was endeavouring to find out the state of those fees from the butts of the official receipt books." I beg to refer to the enclosed note, marked A, addressed to me by Mr. O'Dwyer, the clerk who has kept this book and made out the monthly statements from it, &c., &c."

With reference to this alleged error, I at once admit that I saw the book mentioned in Mr. O'Dwyer's note which he there describes as one from which the statements for the Treasury and Audit Office were prepared; and he gives this certificate in consequence of Mr. Moriarty having informed him that I had reported, with reference to my late inspection, that he kept no book showing the particulars of the collections lodged from time to time in the Treasury. I have made no such statement, in either my report or subsequent memorandum. The book Mr. O'Dwyer speaks of contains nothing more than copies of the attested accounts furnished to the Auditor General, which I did not go down to inspect. When I made the remark quoted by Mr. Moriarty, I understood him to mean a book that showed the receipt of the transfer fees in order of dates, and not a mere copy of documents forwarded to the Auditor General, which had I accepted as correct without any other examination I might as well have gone at once to the Audit Office to conduct my inquiries.

"The second mistake made by Mr. Thomson, and repeated by him with the observation that the correction of his previous statement was calculated to mislead, is repeated in these terms:—"The fact is the receipts are, as stated in my report, not drawn until the transfers have been completed, which may be months after the receipt of the fees." I beg to refer to the enclosed statement, marked B, from Mr. Mansfield, the clerk who receives the transfers, records and deals with them, and draws the receipts, &c."

With regard to this matter I have to state that I find, on inquiry and reference again to the butts, that the receipts are drawn as stated by Mr. Mansfield, but that they are not forwarded until the transfers are completed, unless specially requested to be so. I am inclined to believe that Mr. Mansfield himself led me to understand that the receipts were not drawn until the transfers were completed, as, when I put the question to him, on Saturday last, in the presence of Mr. O'Dwyer, he gave me a reply that led me to believe that what I had previously stated was correct. I put the question a second time, and again got a similar reply; and it was not until put to him in a different form by Mr. O'Dwyer that I ascertained how they really were drawn. Having found several old dates mixed up with more recent ones, and many butts marked cancelled, the money having apparently been returned, I did not look upon these butts as reliable checks, much less proper records of receipts.

"Another matter upon which I find it necessary again to take issue with Mr. Thomson is in relation to the disposal of leases advertised as open to selection, as to which he is unable to understand how any difficulty or necessity for further investigation could have occurred, more especially as the rents tendered have now been paid into the Treasury."

As what I said on this question was only given as an opinion, I think it can scarcely come under the denomination of "grave error." My views were the result of a perusal of some of the advertisements in the *Government Gazette* respecting leases of runs open to selection. The following is a copy of an advertisement of this description, dated Department of Lands, Sydney, 9th July, 1869:—"Leases of Runs open to Selection.—The undermentioned Runs having been twice offered for sale at auction, but not bid for, may be obtained on lease by application to the Chief Commissioner for Crown Lands at the rents hereunder specified." (See advertisement referred to herewith.) It will be observed that the only conditions here mentioned are application to the Chief Commissioner and payment of the rent. Not a word is said about overlapping of boundaries or delay "until better information is obtained." Any one reading that advertisement would naturally suppose that the lease would be granted on payment of the specified rent.

I now come to the fourth and last of Mr. Moriarty's objections, which is stated in the following terms:—

“The remaining question of fact upon which Mr. Thomson is in error is, in the impression which he states that he is under that there had been some correspondence between the Auditor General and myself, that officer being desirous of obtaining from me an attested account of actual receipts within the month, instead of an account showing only the collections connected with the applications finally disposed of. All this is quite new to me. I know of no such correspondence, and cannot think how Mr. Thomson could have derived his impression; but I do think he should have been at the pains of verifying before introducing such a statement into his commentary.”

My reply to all this is that my impression was derived from a conversation I had with the Chief Clerk of the Audit Office, to whom I mentioned, one day during the time I was engaged upon the Chief Commissioner's Accounts, that I found the moneys paid into the Treasury by that officer did not represent his actual receipts within the month, but only the collections connected with the applications finally disposed of. To this he replied that they had tried to obtain attested accounts of actual receipts but had never been able to get them. It will also be in the recollection of the Honorable the Treasurer that Mr. Moriarty's first reply to my report was placed in my hands on the evening of the 27th ultimo, after office hours, with a request that I would furnish my comments thereon early next morning, which I accordingly did, otherwise I might have made further inquiries on this and other points which I dealt with in that memorandum.

Having replied to Mr. Moriarty's four specific objections, I think it due to myself to say that the principal matters brought under notice are treated almost as those of minor importance. The accuracy of my statements respecting the want of proper books of accounts,—the absence of a public bank account,—and the fact that on the 30th April last Mr. Moriarty had in hand a sum of £573, nearly one-half of his annual collections,—is not denied. These are the main points of my report, and as such should, I imagine, have received his first attention.

There are other portions of Mr. Moriarty's letter respecting myself to which I might reply, but as I do not think they have any material bearing upon the subject I abstain from doing so.

I, however, consider it my duty, in consequence of his letter having been referred to me, to draw attention to Mr. Moriarty's silence on the following paragraph in my memorandum of the 28th ultimo, viz. :—“Mr. Moriarty's statement that his collections were always kept distinct from his private moneys requires explanation, as, in reply to an application I made for his bank pass-book, I was informed that I could not trace the disposal of public moneys in it, they having been mixed up with some trust funds. If, however, they have been kept distinct as now stated, the cash transactions of the department can be checked to a certain extent still.” It is to be regretted that Mr. Moriarty, while commenting on other portions of the memorandum referred to, should have lost sight of this important point altogether. By the production of his bank pass-book, I could not only have traced the daily disposal of his collections, but at the same time have satisfied myself that the £573, balance of collections on 30th April last, was actually in the bank.

I purposely refrain from making any comments on Mr. Moriarty's explanation respecting the £771 10s. received in March and April last from Mr. Hughes of Maitland, as it is not a matter referred to in my report, and one of which I knew nothing until recently. I may, however, observe that this sum is not included in a memorandum I obtained from Mr. Moriarty of balances in hand on the 31st May last, and that I should have been informed of it when inspecting the accounts.

In conclusion, I have to state that, while deeply regretting the necessity for these comments, which Mr. Moriarty's line of defence has compelled me to make, I have been actuated by no hostile feeling towards that gentleman, as is half implied in the accompanying letter, but by a sincere desire to discharge faithfully the duties, unpleasant though they be, of my office; and I feel satisfied that no one who takes the trouble to make himself acquainted with the case will say that I have overstepped the proper bounds of such duties.

JAMES THOMSON,
Inspector of Public Revenue Collectors' Accounts.

Department of Lands,
Sydney, 9th July, 1869.

LEASES OF RUNS OPEN TO SELECTION.

THE undermentioned Runs having been twice offered for sale at auction, but not bid for, may be obtained on lease, by application to the Chief Commissioner of Crown Lands, at the rents hereunder specified.

WILLIAM FORSTER.

District.	Run.	Estimated Area.	Annual Rental.	District.	Run.	Estimated Area.	Annual Rental.
Albert	Emerald, No. 1.....	Acres. 48,000	£ s. d. 10 0 0	Albert	Maghera	Acres. 51,680	£ s. d. 10 0 0
do	do 2.....	64,000	10 0 0	do	Blarney	59,360	10 0 0
do	do 3.....	64,000	10 0 0	do	Dargle	60,800	10 0 0
do	do 4.....	64,000	10 0 0	do	Winnawunty	64,000	10 0 0
do	Greenough's Hill, No. 2, Block A	56,160	10 0 0	Clarence	Walumban	16,000	10 0 0
do	do do B	53,280	10 0 0	do	Tomarah	14,000	10 0 0
do	do do C	48,640	10 0 0	Darling	South Gail Gall.....	61,440	10 0 0
do	Outer Kelly, East.....	22,320	10 0 0	do	West Pauban, Block A	61,440	10 0 0
do	Grassmere	28,000	10 0 0	do	do do B	61,440	10 0 0
do	Rankin's Hill, No. 2, Block B...	19,520	10 0 0	do	Outer Back Mythis, Block B ...	51,200	10 0 0
do	do do C...	30,400	10 0 0	do	North Mysis, Block A	61,440	10 0 0
do	do do D...	50,400	10 0 0	do	do do B	51,200	10 0 0
do	do do E...	50,880	10 0 0	do	do do C	64,000	10 0 0
do	do No. 4, Block A...	57,200	10 0 0	do	South Gall, Block A	61,440	10 0 0
do	do do B...	64,000	10 0 0	Macleay	Solitary	14,000	10 0 0
do	do do C...	64,000	10 0 0	do	Sherwood	4,800	10 0 0
do	do do D...	64,000	10 0 0	do	Calatine	11,520	10 0 0
do	do East, No. 4, Block A	64,000	10 0 0	do	Yarrowell	12,800	10 0 0
do	do do B	64,000	10 0 0	do	Cullatin	11,520	10 0 0
do	do do D	64,000	10 0 0	Warrego	Mognilamba	64,000	10 0 0
do	do do F	64,000	10 0 0	do	do South.....	64,000	10 0 0
do	Youyang, Block A	57,000	10 0 0	do	do do No. 1	48,000	10 0 0
do	do E	34,400	10 0 0	do	Buckwaroon, South	64,000	10 0 0
do	Thagoara	19,200	10 0 0	do	do East	57,600	10 0 0
do	Parro Plains, No. 3	61,440	10 0 0	do	Booroomugga	64,000	10 0 0
do	do 4	62,720	10 0 0	do	do North	64,000	10 0 0
do	do 5	62,720	10 0 0	do	do No. 1, West	64,000	10 0 0
do	do 6	62,720	10 0 0	do	Back Booroomugga	64,000	10 0 0
do	do 7	62,720	10 0 0	do	Back of Back Booroomugga, East	64,000	10 0 0
do	do 8	61,440	10 0 0	do	Back of Back Booroomugga	64,000	10 0 0
do	do 9	58,240	10 0 0	do	Curraweena	64,000	10 0 0
do	do 10	42,240	10 0 0	do	do East	64,000	10 0 0
do	Wentworth, No. 5.....	64,000	10 0 0	do	do Back.....	64,000	10 0 0
do	do 6.....	64,000	10 0 0	do	do East Back	64,000	10 0 0
do	do 7.....	64,000	10 0 0	do	Coronga.....	16,000	10 0 0
do	do 8.....	64,000	10 0 0	do	Back Coronga Peak, West	64,000	10 0 0
do	Donald's Plains, Block A	60,160	10 0 0	do	Merrere	35,000	10 0 0
do	do do C.....	40,000	10 0 0	do	do Back, East	64,000	10 0 0
do	do do F.....	40,000	10 0 0	do	Marwarre	36,480	10 0 0
do	do do I.....	64,000	10 0 0	do	Back Gundabooka, A	64,000	10 0 0
do	do do L.....	64,000	10 0 0	do	do B	57,600	10 0 0
do	Kootooloomondoo.....	64,000	10 0 0	do	Back Dunlop's Range	42,240	10 0 0
do	North Kootooloomondoo.....	64,000	10 0 0	do	Back of Back Dunlop's Range...	49,280	10 0 0
do	Nungo	64,000	10 0 0	do	Keirangundah	35,200	10 0 0
do	Weinbutta	64,000	10 0 0	do	Tindayrey, or Merrere Back	64,000	10 0 0
do	Outer Kelly, West	64,000	10 0 0	do	Booroondara, East, Back.....	57,600	10 0 0
do	Manatoo, East	64,000	10 0 0	do	Booroondara, East	57,600	10 0 0
do	Manatoo, West	40,320	10 0 0	Wellington	Back Myall Camp, North	16,000	10 0 0
do	Wanga, East	64,000	10 0 0	do	Babinda, North.....	64,000	10 0 0
do	Wanga, West	64,000	10 0 0	do	Geweroo.....	64,000	10 0 0
do	Nardoo	32,000	10 0 0	do	Hermitage Plains, Block A, No. 2	57,600	10 0 0
do	Lubra	52,800	10 0 0	do	do do G	38,400	10 0 0
do	Mooree	48,840	10 0 0	do	do do H	38,400	10 0 0
do	Otake	60,800	10 0 0	do	do do I	64,000	10 0 0
do	Moama, Block O	64,000	10 0 0	do	do do J	64,000	10 0 0
do	do do R	64,000	10 0 0	do	do do M	64,000	10 0 0
do	Ballina	60,800	10 0 0	do	do do S	64,000	10 0 0
do	Bally Castle	57,600	10 0 0				

No. 12.

MINUTE FOR THE AUDITOR GENERAL.

THE Cabinet request the Auditor General to read over carefully all the correspondence and documents connected with the case of Mr. Moriarty, Under Secretary and Chief Commissioner for Crown Lands; and having done so, to take the statements of Messrs. Moriarty and Thomson by way of explanation as to their respective assertions. The Cabinet is desirous of giving to Mr. Moriarty the fullest opportunity to show in what respect Mr. Thomson's report is incorrect, more especially upon those points to which he has referred in his letter. But what is of most importance is, that Mr. Moriarty should show to the Auditor General that the £771 10s. which was in his hands from the 17th March to the 18th June was at his credit in the Union Bank until he paid it into the Treasury, and that it was not used for his private purposes. This it is considered can be readily done by the production of Mr. Moriarty's bank pass-book.

CHARLES COWPER.
23 Aug., 1870.

MEMO. OF THE AUDITOR GENERAL.

Audit Office,
26 August, 1870.

HAVING, in accordance with the request of the Cabinet, carefully read over all the correspondence and documents connected with the case of Mr. A. O. Moriarty, Under Secretary and Chief Commissioner for Crown Lands, and having made personal inquiry of Mr. Moriarty, and of the officers of the Crown Lands Department whose names are mentioned, as to the allegations contained in those documents, I beg to submit the statements I have received from Mr. Moriarty, and from Mr. James Thomson, the Inspector of Public Revenue Accounts, together with the following conclusions at which I have arrived on the points involved in the inquiry.

There are four main points at issue between the parties.

Firstly,—as to the existence or non-existence of any book of accounts.

Mr. Moriarty complains that Mr. Thomson's statement "that he never saw such a book" is incorrect, as the book was shown to him by Mr. O'Dwyer. On this head I think there has been some misconception, but I do not think Mr. Thomson is chargeable with any intentional misstatement. The only book of account kept in the department was, it seems, shown to Mr. Thomson, as is admitted in his later statements. This book purports to be a record of the monthly receipts from which the statements to the Treasury and Audit Office are copied, and it is stated to be compiled from the original receipts, letters, and other documents, placed at the end of each month in Mr. O'Dwyer's hands for the purpose. I do not wonder that Mr. Thomson falls foul of such a system, for I cannot imagine any much more loose, but Mr. Moriarty alleges that the system such as it is has grown up with the office; and although, he admits, not very business-like in an accountant's point of view, yet he maintains it has answered the purpose very well.

Secondly,—as to the receipts for fees on transfers of runs, &c., Mr. Moriarty complains that Mr. Thomson's reports convey a false impression. I have questioned Mr. Mansfield, the clerk in charge of this branch of the business, and have ascertained from him that, with few exceptions, and those rather from oversight than intention, the official receipts were filled in at the time the moneys were received, and, as a rule, forwarded to the parties with the notices of transfer, or in cases of irregularity with the letter pointing out the irregularity.

This statement differs materially from that originally made by Mr. Thomson, qualified however in his subsequent statement of 24th instant. I am inclined to think that Mr. Mansfield misled Mr. Thomson in the first instance, not intentionally, but from nervousness and confusion.

Thirdly,—as to the disposal of moneys received for leases open for selection. Mr. Moriarty's objections seem to me in this case altogether wide of the mark.

The difficulties as to boundaries do not seem to have anything to do with the point raised by Mr. Thomson. That officer points out the irregularity of Mr. Moriarty retaining in his hands for indefinite periods sums paid to him for these leases. It would seem to me that any question of boundary should have been determined before the runs were advertised, and not made the excuse for delay in bringing the payments to account. I am but imperfectly acquainted with the reason for the practice of the Crown Lands Department in this matter, but Mr. Moriarty seems to me to have laboured under a misapprehension of his duty with regard to these and similar payments made to him.

He seems to have regarded himself as the rightful custodian of all moneys paid into his hands, until the transactions for which they were paid had been completed and the parties put in possession of the lease, license, or whatever it might be for which the payments were made; nor does he seem to have considered himself answerable to the Government Regulations in these matters, except in regard to what he has been in the habit of terming "completed transactions."

Fourthly,—with reference to certain alleged correspondence between the Auditor General and the Chief Commissioner of Crown Lands, touching the latter's attested accounts. Mr. Thomson, it appears, made his statement on the authority of the Chief Clerk of the Audit Department, who had stated to Mr. Thomson his impression that the matter in point had been made the subject of an official communication to Mr. Moriarty. No record of it however can be found; and therefore, whilst Mr. Thomson is quite absolved from any suspicion even of intentional misstatement, Mr. Moriarty's disclaimer is entitled to the benefit of the doubt.

Reviewing the entire question as between Mr. Thomson and Mr. Moriarty, the conclusion is forced upon me that, whilst the adverse points are strongly brought out in Mr. Thomson's reports, there are extenuating circumstances, which it was not that officer's duty to touch upon, but which I think are entitled to their proper weight in arriving at a decision upon this question.

Amongst these there are two or three considerations which seem to me to stand prominently forward. The first is, that the system complained of, loose as it is, has grown up with the department, and has up to the time of the late inquiry received no direct condemnation.

The second consideration, to which Mr. Moriarty himself ascribes in a great degree his shortcomings in these matters of account, is the physical depression brought on by overtaxed energies, and the consequent inability to give that attention to the business of two departments which was necessary for the proper conduct of one. There is a third consideration which it seems to me should weigh in the judgment of this case, and that is, that no loss to the Revenue, or to any person concerned, has been discovered, or, in so far as appears by the papers, even suspected. An unblemished reputation, earned during a service of four-and-twenty years, should also weigh somewhat in the scale against irregularities which, whilst highly censurable, are not characterized by unfaithfulness or criminality.

I now come to the question which is regarded by the Cabinet as of most importance, namely, the disposal of the sum of £769 10s. remitted to Mr. Moriarty on the 15th of March last, by the Bank of Australasia, Maitland, and not paid into the Treasury till the 18th June.

I regret that Mr. Moriarty declined to exhibit his bank pass-book, or to authorize my inquiry at the Union Bank with the view of tracing this payment. The gist of his statement will be found in the accompanying letter, which differs in no material respect from the explanation given in his letter of the 8th instant, addressed to the Clerk of the Executive Council.

I ascertained, however, from Mr. Moriarty that his account with the Union Bank is one dealing with matters of a "*fiduciary*" character, and that his *private* account is kept with the Australian Joint Stock Bank. The impropriety in this case arose no doubt entirely from the irregular mode of dealing with public moneys which had grown up in the office, and seems in so far sanctioned by usage. Mr. Moriarty being accustomed to pay into an account not strictly a "public account" moneys of one description, was very likely in the hurry of business to dispose in the same provisional way of sums which did not properly belong to the same category; and, under all the circumstances, it must be believed that this was the case here. There was no delay in acknowledging the receipt of the money, nor any deviation from the usual procedure of the office in similar cases, and therefore there is no room for supposing that Mr. Moriarty contemplated any appropriation of the whole or any part of it. A long sustained character for probity and honor, irrespective of other considerations, forbids so unworthy a suspicion.

C. ROLLBOSTON,
Auditor General.

A.

7 Gresham street, 25 August, 1870.

Sir,

With reference to our conversation of this morning, I beg to state that I should not have waited until now to refer to the state of the bank account through which the draft for £771 10s. was collected in the interval between its transmission to me and deposit in the Treasury, had it seemed to me that the case could possibly be decided thereby.

That I do not now enter upon it is not from any desire to withhold from the Government or yourself proper information bearing on this or any transaction, but simply and only because it would not tend to establish the truth of the matter either for me or against me. As I have repeatedly stated, the account in question was not an official account, but included various other moneys. To prove, therefore, that there was a balance exceeding the amount in question would not rebut the suspicions that I wish to repudiate, because it might be that such balance appertained to other transactions; still less would a lower balance at any time tend to prove them, because the amount might nevertheless be as it always has been, immediately at my disposal. I had stated as much to the Honorable the Colonial Secretary before receiving notice of my suspension, and should have adverted to it in my former statement had I found anything in the correspondence and minutes referring to this point. As a matter of fact, during a portion of the period in question there were lying in my hands (including some large drafts in my cash-box) several sums on various accounts amounting together to a considerable sum, which I did not for some considerable time—whilst I was and owing to my being overwhelmed with the labour of two offices, and suffering both physically and mentally from the exhaustion thereby superinduced—lodge in that bank account, but of which it was the proper destination. At the same time I knew that, notwithstanding this temporary disorder and apparent confusion, no possible difficulty could arise in putting all such matters in order at any moment. Perhaps I may not have made it sufficiently apparent in my former observations that I have acted on the presumption, as to moneys coming into my hands in my official capacity, that, unless and until the transactions to which they pertain are completed, they have been held by me not as public money the property of the Government, but as the property of the parties; to whom it has been returned, in all cases of the applications not being complied with. I may or may not have been right in this presumption, but it may have led to apparent departures from rules applicable to collections purely revenue.

From the nature of the communication which you made to me this morning, as to the instructions which you had just then personally received, it hardly seemed worth while to enter upon the matters in which I was at issue with Mr. Thomson. As to some of these, that gentleman has admitted his errors, promising to apologize for them; and though, in the further statement which you showed me, that gentleman has attempted to explain them away or detract from their importance (committing at the same time another error as to one point, into which it is now needless to enter), I think you must have been satisfied that my objections were fully borne out. I cannot conclude without protesting that I am placed in a totally false position, by being required to disprove suspicions which I solemnly declare have no other foundation than such enforced inattention as arose from faculties overburdened with excessive labour. The circumstances debar me from disproving those suspicions in the manner suggested; but on the other hand, I would ask if there are not many other conclusions as reasonably to be drawn from the facts as those which so cruelly impugn me. Whatever decision the Government may in their pleasure arrive at with regard to one who has long served the public, and ever faithfully, no man can truly assert that in the present or any matter I have ever acted otherwise than uprightly.

I have, &c.,

A. O. MORIARTY.

No. 14.

MINUTE RELATIVE TO AUDITOR GENERAL'S MEMO.

27th August, 1870.

THE Cabinet do not consider the Report of the Auditor General carries the investigation into the case of Mr. Moriarty further than when it was placed in his hands. Assertion cannot be accepted as proof, and it seems that Mr. Moriarty still refuses to satisfy the Government that he did not use the public money improperly retained by him for three months for his private purposes. But the Cabinet remark that Mr. Moriarty now refers to a third bank account. In an early stage of the inquiry, Mr. Moriarty referred the Treasurer and myself to an Account in the Bank of New South Wales, which he described as a "Trust Account," and led us to believe we should get satisfactory information by applying to Mr. Shepherd Smith, to whom he permitted us to refer. That account gave very little information, beyond showing that, on the 30th March, a sum of £600 was paid in by Mr. Moriarty to reduce the overdrawn account. The inference appeared to be that, as Mr. Moriarty had stated to Mr. Samuel and myself that he retained the cheque from the Maitland Branch Bank of Australasia some days before presenting it, the deposit of £600 was a portion of the proceeds. Mr. Samuel then ascertained, by inquiry at the head office of the Bank of Australasia, that the cheque was duly honored on the 17th March (I think), *i.e.* as soon as it reached Mr. Moriarty, and the proceeds deposited at an account which Mr. Moriarty kept in the Union Bank. Upon my communicating this to Mr. Moriarty, he explained the discrepancy between his statement to us and the actual fact—alleging that he had forgotten it. A similar explanation was given by Mr. Moriarty when requested to state how he came to assert that he had no public money in his hands, when he actually had and had kept for nearly three months the sum of £771 10s., which he paid into the Treasury on the 18th June, two days after Mr. Samuel and myself left Sydney.

The Cabinet must therefore insist upon a certificate from the Manager of the Union Bank, or the Australian Joint Stock Bank, that the amount in question was at Mr. Moriarty's credit from the time he received it until it was paid by him into the Treasury.

CHARLES COWPER.

No. 15.

THE AUDITOR GENERAL TO THE HON. CHARLES COWPER, Esq.

Audit Office, 29 August, 1870.
4.15 p.m.

MY DEAR MR. COWPER,

No. 14.

In compliance with the directions of the Cabinet, conveyed to me in your minute of the 27th instant, herewith returned, I made an engagement with Mr. Moriarty to meet me at the Audit Office, at 10 o'clock this morning, with the view of obtaining the further information required from him. After waiting for him till 12.30 I went to the Crown Lands Office, and found him there,—read to him your minute, and solicited an answer to the concluding paragraph. Mr. Moriarty promised that he would furnish me with an answer by 4 o'clock; or failing to do so, that he would communicate with yourself or with Mr. Robertson direct. As I have received no communication from him, I conclude that he prefers to take the latter course.

Very faithfully yours,
C. ROLLESTON.

See No. 16.

P.S.—4.40 p.m. The enclosed note from Mr. Moriarty has just been placed in my hands.—C.R.

No. 16.

A. O. MORIARTY, Esq., to THE AUDITOR GENERAL.

MY DEAR SIR,

The minute of which you read me the contents to-day requires a further answer than it has been possible for me to write since seeing you. I would therefore beg to be permitted to forward my reply directly to the Minister for Lands, if I should not have the opportunity of again addressing yourself on the subject.

29th August, 1870.

Yours sincerely,
A. O. MORIARTY.

No. 17.

A. O. MORIARTY, Esq., to THE HON. JOHN ROBERTSON, Esq.

Department of Lands,
31 August, 1870.

MY DEAR MR. ROBERTSON,

I think the observation of Mr. Thomson, of my having omitted the sum of £771 10s. from a statement furnished to him of collections not brought to account, was made by him in his statement to the Auditor General at the time of the latter officer being required to investigate the discrepancies between us; which statement I have never had in my hands, and of the contents of which I have only a very imperfect notion.

I would however state that I received a note from Mr. Thomson mentioning his wish to send in, the same afternoon, his report on his investigation of the Accounts of the Collections of the Crown Lands Office. I at once sent over to the office for the information which I knew was being compiled there on the subject of Mr. Thomson's inquiries, and enclosed him (without comment further than as to my having been unable personally to attend to his request) the statement which was sent to me, in the preparation or direction of which I was not engaged or consulted.

I believe the sum in question was not included because it was not supposed to come within the category of Mr. Thomson's inquiry. The idea of any desire to conceal in any way a matter the whole details of which must have been known to some twenty people in and out of the office, and the amount of which was paid into the Treasury about a fortnight after, and the correspondence showing the whole state of the case from the beginning, sent to the Treasury a few days afterwards, is I hope too absurd to need repetition.

Yours, &c.,
A. O. MORIARTY.

A.

The Hon. John Robertson, Esq., to A. O. Moriarty, Esq.

31 August, 1870.

My dear Mr. Moriarty,

With reference to our conversation on the subject of your suspension, &c., you mentioned to me that you had not seen officially the observation of Mr. Thomson referring to the omission to include the sum of £771 or thereabouts now in question, in your statement of amounts in hand at a particular period, and therefore had had no opportunity of replying to it.

I write you in order to give you that opportunity, and shall be glad if you will give me, for the information of the Government, the case from your point of view.

Yours, &c.,
JOHN ROBERTSON.

B.

25

B.

J. C. Raymond, Esq., to A. O. Moriarty, Esq.
 Union Bank of Australia,
 Sydney, 31 August, 1870.

My dear Sir,

I enclose you the official information you apply for.

See below.

I may add, during the period or since, your account has not been overdrawn, and that there would have been no difficulty about the payment of the cheque alluded to.

I remain, &c.,
 J. C. RAYMOND.

C.

J. C. Raymond, Esq., to A. O. Moriarty, Esq.
 Union Bank of Australia,
 Sydney, 31 August, 1870.

Dear Sir,

On 16th March, 1870, the messenger of your office paid in the sum of £775 10s. to the credit of your account in this Bank, making the balance of same £945 12s. Cr.; and, on the 20th June, 1870, your cheque No. 231, for £771, was paid, reducing said balance to £144 19s. 5d.

I remain, &c.,
 J. C. RAYMOND,
 Manager.

No. 18.

CABINET MINUTE.

THE facts disclosed in Mr. Thomson's report are of themselves sufficient to justify some censure, and prove that a state of things has been tolerated in the Lands Department which is inconsistent with its proper working. The explanations of Mr. Moriarty and Mr. Pretious do not clear up the points dealt with by Mr. Thomson, who appears to have performed an unpleasant duty in an efficient manner. Nothing in the report of the Auditor General has shaken the report of Mr. Thomson, and it is to be regretted that he should have been subjected to some of the remarks which Mr. Moriarty has made upon his report. No officer appointed to fulfil the responsible functions attaching to the position of Inspector of Revenue Accounts can carry out the investigations necessarily devolving upon him with any degree of confidence, unless he feels that he will be supported by the Government.

Mr. Thomson has clearly shown that Mr. Moriarty was in the habit of receiving public moneys which he ought not to have received, of detaining them in his hands instead of paying them into the Treasury without delay, and of not keeping any account of them by which the proper officer could at any time ascertain what was the amount in his hands, and where the money was. Considering that all this is in direct breach of the regulations with which it was especially incumbent upon an officer of Mr. Moriarty's position to comply, the Cabinet is of opinion that, after the inquiry of Mr. Thomson and his report, the Government cannot acquit him of very serious irregularity.

But whatever course the Government might have pursued in respect to the matters dealt with in Mr. Thomson's report, if they alone had to be the subject of consideration, the receipt by Mr. Moriarty, on the 17th March last, of the sum of £771 10s. from the Messrs. Cooper, for the purchase of Crown Land, and his paying that amount into the Union Bank to his private account, instead of at once forwarding it to the Treasury, constitutes an act of misconduct which compels a mode of treatment of a most painful kind, but from which, consistently with the demands of duty, there is no escape. Mr. Moriarty had no right whatever to take this money, in any capacity, or under any pretext, still less to keep it in his possession for upwards of three months. His explanation that, when requested by Mr. Thomson to state the balance of public moneys in his hands on the 31st May, he gave a statement of sums which did not include this amount, because he understood the question to apply only to moneys which came regularly into his hands as Chief Commissioner of Crown Lands, is certainly no excuse. But that inquiry should have reminded him that he had a large sum of money retained on its way to the Treasury which he never should have received. Without wishing to add anything needlessly calculated to injure Mr. Moriarty, the Cabinet cannot ignore the fact that, immediately previous to Mr. Cowper and Mr. Samuel leaving Sydney to attend the Intercolonial Conference at Melbourne, in reply to a question put by Mr. Cowper as acting for the Secretary for Lands, Mr. Moriarty distinctly assured him that all the public money which he had received was then paid up. Mr. Cowper consequently left Sydney satisfied with that assurance; whereas it appeared in an investigation caused by rumours which reached the Ministers, that on the 18th June, two days after Messrs. Cowper and Samuel left Sydney, Mr. Moriarty paid the sum of £771 10s. into the Treasury. This circumstance was not known to the Treasurer until the 26th July. No explanation which has been afforded by Mr. Moriarty has satisfied the Cabinet that the course pursued by him has been consistent with the proper discharge of his duty. On the contrary, the Cabinet are compelled to express the opinion that Mr. Moriarty did not meet the charge in a candid and ingenuous manner, but that he repeatedly made statements which he afterwards admitted were at variance with the fact.

Under all the circumstances, however painful the necessity, the Cabinet feels that there is no other course open but, in accordance with the mode adopted by the Government in similar cases, to advise His Excellency in Council that Mr. Moriarty should be removed from the Public Service.

For the Cabinet,
 CHARLES COWPER.

6 September, 1870.

Laid before the Executive Council on 8th September, 1870.—Minute 70-35.

ALEX. C. BUDGE,
 Clerk of the Council.

8/9/70.—B.

PROCEEDINGS of the Executive Council, on the 8th September, 1870, with reference to the removal of Mr. A. O. Moriarty from the Public Service.

Minute, 8th September, 1870.—Confirmed, 16th September, 1870.

REFERRING to the former proceedings of the Council, with respect to the charges preferred against Mr. A. O. Moriarty, in relation to the Accounts of the Crown Lands Department, His Excellency the Governor now lays before them the reports of Mr. C. Rolleston, Auditor General, who was requested to inquire into the circumstances of the case; also, a Cabinet Minute dated the 6th instant, fully setting forth the conclusions arrived at by the Government after the most careful consideration.

2. The Council having deliberated upon the subject, are with much regret forced to the conviction that Mr. Moriarty, who has been allowed every opportunity for explanation, has failed satisfactorily to disprove the charges preferred against him; and they therefore, for the reasons set forth in the Cabinet Minute referred to, advise that he be removed from the Public Service.

ALEX. C. BUDGE,
Clerk of the Council.

Mr. Moriarty informed—9th Sept., 1870.

THE CLERK OF THE EXECUTIVE COUNCIL to A. O. MORIARTY, Esq.

Executive Council Office,
Sydney, 9 September, 1870.

SIR,

Referring to my communication of the 30th July last, notifying your suspension by His Excellency the Governor, with the advice of the Executive Council, from the performance of your public functions, and calling upon you to show cause why you should not be removed from the Public Service, in consequence of certain irregularities connected with the Accounts of the Crown Lands Department,—I am now directed to inform you that, after the most careful consideration of the correspondence and the explanations furnished by you, it has been determined that you have failed satisfactorily to disprove the charges preferred against you.

I am at the same time to inform you that, with feelings of regret, His Excellency the Governor, under the advice of the Executive Council, has directed that you be removed from the Public Service.

I have further to request that you will have the goodness to acknowledge the receipt of this communication.

I have, &c.,
ALEX. C. BUDGE,
Clerk of the Council.

No. 19.

A. O. MORIARTY, Esq., to THE CLERK OF THE EXECUTIVE COUNCIL.

Australian Club,
Sydney, 16 September, 1870.

SIR,

I have the honor to acknowledge the receipt of your communication informing me that His Excellency the Governor and the Executive Council had seen fit to direct my removal from the Public Service.

I now beg to request that you will be so good as to obtain the necessary permission for me to inspect the documents and correspondence on which the decision of His Excellency and the Council has been arrived at.

I have, &c.,
A. O. MORIARTY.

[One sketch.]

1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

REPORT FROM THE SELECT COMMITTEE

ON THE

PETITION OF HUGH MAGUIRE;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

MINUTES OF EVIDENCE,

AND

APPENDIX.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
7 October, 1870.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1870.

1870.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE
LEGISLATIVE ASSEMBLY.

VOTES No. 5. THURSDAY, 18 AUGUST, 1870.

15. Petition of Hugh Maguire:—Mr. Dillon moved, pursuant to Notice No. 4 (*as amended with the concurrence of the House*), That a Select Committee be appointed, with power to send for persons and papers, to inquire into and report upon the Petition of Hugh Maguire, ordered by this House to be printed on the 18th of March last.
(2.) That such Committee consist of Mr. Cowper, Mr. Bell, Mr. Piddington, Mr. Hoskins, Mr. Jennings, Mr. Spring, Mr. Church, Mr. Webb, and the Mover.
Question put and passed.
-

VOTES No. 32. FRIDAY, 7 OCTOBER, 1870.

9. Petition of Hugh Maguire:—Mr. Spring, as Chairman, brought up the Report from, and laid upon the Table the Minutes of Proceedings of, and of Evidence taken before, the Select Committee for whose consideration and report this subject was referred on 18th August, 1870, together with Appendix.
Ordered to be printed.
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1870.

PETITION OF HUGH MAGUIRE.

REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, appointed on the 18th August, 1870, with power to send for persons and papers,—*to inquire into and report upon the Petition of Hugh Maguire, ordered by the House to be printed on the 18th March last*,—have agreed to the following Report:—

Your Committee, after carefully inquiring into the claims set forth in the Petition of Hugh Maguire, can find no evidence of any promise having been made of a grant of 500 acres of land, as alleged by Petitioner.

GERALD SPRING,
Chairman.

No. 1 Committee Room,
Sydney, 7th October, 1870.

PROCEEDINGS OF THE COMMITTEE.

THURSDAY, 1 SEPTEMBER, 1870.

In the absence of a Quorum, the Meeting called for this day lapsed.

TUESDAY, 6 SEPTEMBER, 1870.

In the absence of a Quorum, the Meeting called for this day lapsed.

THURSDAY, 8 SEPTEMBER, 1870.

In the absence of a Quorum, the Meeting called for this day lapsed.

WEDNESDAY, 14 SEPTEMBER, 1870.

MEMBERS PRESENT :—
 Mr. Spring, | Mr. Bell,
 Mr. Hoskins.

Mr. Spring called to the Chair.

Entry in Votes and Proceedings, appointing the Committee, *read* by the Clerk.

Committee deliberated.

Ordered,—That William Moore and Richard Humpage be summoned to give evidence at the next Meeting.

[Adjourned until Wednesday next, at *Eleven* o'clock.]

WEDNESDAY, 21 SEPTEMBER, 1870.

MEMBERS PRESENT :—
 Mr. Spring in the Chair.
 Mr. Cowper, | Mr. Bell.

Hugh Maguire (*the Petitioner*) called in and examined.

Witness handed in two letters. *Ordered* to be appended. (*Vide Appendix A 1 and A 2.*)

William Moore called in and examined.

Witness withdrew.

Richard Humpage called in and examined.

Witness withdrew.

Hugh Maguire further examined.

Committee deliberated.

[Adjourned until Friday next, at *Eleven* o'clock.]

FRIDAY, 23 SEPTEMBER, 1870.

MEMBERS PRESENT :—
 Mr. Spring in the Chair.
 Mr. Piddington, | Mr. Bell.

G. W. Newcombe, Esq. (*Clerk to the Private Secretary*), called in and examined.

Witness withdrew.

Committee deliberated.

Ordered,—That Mr. George Jilks be summoned to give evidence at the next Meeting.

[Adjourned until Tuesday next, at *Eleven* o'clock.]

TUESDAY, 27 SEPTEMBER, 1870.

MEMBERS PRESENT :—
 Mr. Spring, | Mr. Bell.
 In the absence of a Quorum, the Meeting called for this day lapsed.

FRIDAY,

FRIDAY, 30 SEPTEMBER, 1870.

In the absence of a Quorum, the Meeting called for this day lapsed.

WEDNESDAY, 5 OCTOBER, 1870.

In the absence of a Quorum, the Meeting called for this day lapsed.

FRIDAY, 7 OCTOBER, 1870.

MEMBERS PRESENT :—

Mr. Spring in the Chair.

Mr. Dillon,

Mr. Bell.

Committee deliberated.

Chairman submitted Report.

Same read and agreed to.

Chairman to report to the House.

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1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON THE

PETITION OF HUGH MAGUIRE.

WEDNESDAY, 21 SEPTEMBER, 1870.

Present:—

MR. COWPER, | MR. BELL,
GERALD SPRING, ESQ., IN THE CHAIR.

Mr. Hugh Maguire called in and examined:—

1. *Mr. Cowper.*] When were you appointed overseer or constable? Well, sir, I held the situation from the time I was first appointed at Grose Farm.
2. But when were you appointed overseer? In 1823, I think.
3. In 1823? Yes sir, in 1823 or 1824; but I filled the situation until I was appointed, and used to go round and do the same duty.
4. What was your appointment? I was inspector of road and clearing parties.
5. That is, of the road parties between Liverpool, the Cowpastures, Campbelltown, and Parramatta? Yes sir, and down to Wilberforce where Mrs. Raby had a clearing party.
6. How many clearing parties were there? There was about a thousand men, sir, but there was another man to assist me.
7. *Chairman.*] Do you mean parties or men? Yes sir, there was fifty or sixty gangs at work. They worked in gangs on farms.
8. *Mr. Cowper.*] Were these called clearing parties? Yes, on the farms they were.
9. Not on the roads? Yes sir, there were road parties and clearing parties.
10. But your petition says you were overseer of the road parties? Yes, so I was; it is in the instructions, sir.
11. And how long did you hold the office? From the time I was sent to Liverpool, sir—close upon two years.
12. Two years? Yes sir, but I was fulfilling the duties at Grose Farm before that.
13. Well, how long were you in the Public Service altogether? I arrived in the year 1820, in the ship "Eliza," with a recommendation to John Thomas Bigge, the Commissioner of Inquiry; and through him, sir, when I was a short time in the country I was appointed overseer and constable at Grose Farm. I held that position in Governor Macquarie's time. I was recommended to Major Evans, and filled the situation from the first; and when the clearing parties went out I was appointed. I was out when any disturbance took place, and I held the position in 1824, when I was appointed.
14. *Chairman.*] How long were you in the Public Service altogether? I was appointed in 1822 as overseer and constable at Grose Farm.
15. *Mr. Cowper.*] I don't wish to put any offensive questions, but I must ask whether you were transported here? I was, sir.
16. You came out in the ship "Eliza"? I did, sir.
17. And having these letters of recommendation you speak of, you were made a kind of overseer? Yes sir; I was the overseer under Mr. Knox at Grose Farm, and held the two situations.
18. Was this before 1824? Yes sir; it was in Governor Macquarie's time, and I held the situations in Governor Brisbane's time.

Mr. H.
Maguire.

21 Sept., 1870.

- Mr. H. Maguire. 19. *Chairman.*] When did you arrive in the Colony? In 1820.
20. And how long were you in the Government Service until you were appointed overseer of the road and clearing parties? It was about eighteen months before I got the situation.
21. *Mr. Cowper.*] What salary did you have—what was the highest salary you had at any time? £40 a year, sir, when I was inspector.
22. And how was your appointment put an end to—how came you to leave the Government Service? I was losing my health, sir, and I resigned.
23. Have you got any documents showing how you resigned? No sir, I have not.
24. Have you got any certificates as to your character? I have, sir, my character here from Mr. Johnson (*producing the document*), and I have another character from Mr. Jilks.
25. *Chairman.*] What is this paper—"Amandale, 18th August, 1870. The bearer, Hugh Maguire, I have known for many years, and he has always to my knowledge borne an excellent character. Robert Johnston"—Is this all you have? Yes.
26. *Mr. Cowper.*] Have you nothing of an earlier date than that—certificates from Major Evans or other persons? No, I have nothing except the recommendation of the chief constable, Mr. Jilks. That is here. (*Document produced.*)
27. What is that document? You will find from that the date when I commenced to hold the situation.
28. In your petition you allege that you were promised a grant of land—what proof have you of that? Yes sir; Major Evans promised me 500 acres of land for my services in working and apprehending bushrangers and outlaws.
29. Did you get that promise in writing? No sir; but I have letters from the Colonial Secretary's Office to prove it. (*Document produced and handed in. See Appendix A 1.*)
30. Is that a promise of the land? Yes, and here is a copy sir. (*Document produced.*)
31. *Chairman.*] Is there any other document following this—where is the one spoken of here? Here it is sir. (*Document handed in. See Appendix A 2.*)
32. *Mr. Cowper.*] Have you any letter or document to show that such a promise was made? Nothing further than these sir—the promise must be mislaid, or something or other; but of course I only petitioned on that.
33. In what year did Mr. Evans personally say to you that you should have the grant of land? At the latter end of 1824. Why sir, has not Mr. Peters, of Emu Plains, who was only an overseer at the same time, obtained his grant some time ago?
34. Where is Mr. Peters now? I can't say sir—on his grant I dare say, where he got it.
35. Do you say that Mr. Peters is alive now? Of course he is.
36. Don't say "of course"; but is he alive now? Yes sir, he is.
37. And where does he live? Up at Marulan, I think.
38. Do you mean Joe Peters of Marulan—is that the man? That's the man sir.
39. *Chairman.*] Do you think you can get any other material evidence in support of your claim? No, I don't think I can sir.
40. Are these documents from Mr. Lithgow the only documents you have? Yes sir, that is all in relation to this case.
41. *Mr. Cowper.*] Have you been to the Surveyor General's Office about this matter? I have, and I thought I had nothing to do but to get the grant.
42. Did you understand from them that the promise of your grant was placed on record in that office? No sir, I did not.
43. Did you see the Surveyor General? No sir; I spoke to the messenger—I did not see the Surveyor General; but I called again and again, and could get no satisfaction.
44. *Chairman.*] How many years were you in the Government Service altogether—from the time you landed until the time you resigned? I can't remember exactly.
45. Can't you remember how long it was from the time you landed until you resigned your situation? I dare say it was better than four years, sir—four years or five years—close upon that.
46. Was this land promised you for any special service, or was it promised in accordance with a general rule? It was a general rule sir. Mr. Peters got his land, and he only had charge of three or four gangs at Emu Plains, but I was over a great many.
47. Did you get these certificates of character after your arrival here? I had only two letters of recommendation to the Commissioner of Inquiry.
48. You have not got those letters now? I have not sir. The doctor gave them to the Commissioner, and he spoke to the Governor and recommended me.
49. Who gave you the letters? A gentleman who knew the Commissioner's brother at home spoke to him about me, and the Commissioner's brother gave me the letters.
50. Then he did not know you personally? No sir, he did not.
51. Have you no other evidence to give us but this? I have another witness outside—William Moore sir; and I have another man to prove that I was in charge of the men; a man that was working under me.
52. What is the name of your witness? William Moore, sir.

William Moore called in and examined:—

- William Moore. 53. *Mr. Cowper.*] What are you? A carpenter and joiner.
54. How long have you been in the Colony? About fifty-three years sir.
55. Do you know Hugh Maguire? I do sir.
- 21 Sept., 1870. 56. When did you know him first? When he was superintendent over the road parties and farm parties I was doing work at the church at Campbelltown, and he was going backwards and forwards, and I often saw him.
57. Did he live there? No, but he went backwards and forwards to inspect the men—the road parties and the falling parties.
58. What situation did he hold? Inspector of road parties and falling parties. I was intimate with the gangs, and seen him there several times inspecting the parties and seeing that they were all right and what they did.

William
Moore.

21 Sept., 1870.

59. In what year was that? In 1824 sir.
60. How long had you known Maguire,—one, two, or three years? I think I knew him for several years.
61. Before the year 1824? Yes sir, I had known him from seeing him coming backwards and forwards to the place.
62. What was the first year you knew him? I think it was 1824 sir.
63. And did you know him in 1825 and 1826? I did sir.
64. What was he then? He held the same situation.
65. Well, can you tell the Committee anything about the promise of a grant of land? Yes sir. I was in Major Evans' office about the building of a lockup at Campbelltown, when Maguire came in, and I heard Major Evans ask him if he drew out the petition, and he said he had, and handed in a paper. I did not hear the contents, but I heard Major Evans say he had represented Maguire's services to His Excellency and that he would get the land. 500 acres of land it was. I was in the office at the time.
66. What were you doing there? Major Evans was agreeing with me to build a lockup at Campbelltown.
67. Then you were there accidentally? No, I was on business at the time; and Mr. Greenway was in the office too at the time.
68. *Chairman.*] Did Mr. Evans say to Maguire "You will get the land" or "I will get it for you"—Did he say it had been promised, or that he would get it for Maguire? He said he would get it for him. After he had looked at the paper he said "I have represented your services to His Excellency, and you will get the 500 acres granted."
69. *Mr. Cowper.*] This was in Campbelltown? No, it was in Sydney sir, in the lumber-yard sir. I was done working at Campbelltown at the time; I had just finished the church and school-house there.
70. How came this conversation to make such an impression upon your mind? Well, it is a long time ago sir, but I can recollect things that happened then better than things that happened three or four days ago; and I knew the man so well.
71. Did you ever have any conversation with him on the subject since? No sir, I had not.
72. Did you ever ask him whether he ever got the land promised him? No, I did not sir; I was away a good while after that.
73. How is it that you come here as a witness in this case? Well sir, I came here promiscuously; I had business here at the Parliament House, and when I was here one day I met him here.
74. *Chairman.*] When was that? About a month ago sir, I think.
75. *Mr. Cowper.*] Have you been in the habit of meeting each other? No, not of late years sir. I met him here and recognized him.
76. *Chairman.*] You then heard what his business was? He asked me if I recollected being in the office when Major Evans spoke to him, and I said I did perfectly well. At that time I was intimate with Mr. Greenway, and he was the only architect here at that time, the only Government architect that was here then, and he was in the office too.
77. *Mr. Cowper.*] How are you getting your living now—what occupation do you follow? I follow the carpentering and joining business, and I have a large family; I have got great-grandchildren living in Sydney.
78. Where do you live? In York-street sir.
79. In what part of York-street? At the back of Lassetter's stores sir, on the opposite side sir.

Richard Humpage called in and examined:—

80. *Mr. Cowper.*] What are you? A labouring man, sir.
81. How long have you been in the Colony? I came in 1814; I have been here about sixty years, I think, sir. Richard
Humpage.
82. How were you employed when you first came here? I was employed by the Government breaking stones, making roads, and making the Brickfield Hill; then I was sent up to Emu Plains; then I came from there to Mr. Blaxland, at the Salt-pans, and served my time there, and a good master he was too. 21 Sept., 1870.
83. *Chairman.*] You were sent out here? Yes sir; I was a seven-yearer.
84. *Mr. Cowper.*] Did you know Hugh Maguire? Yes sir, for about five or six and thirty years; he was overseer over the road parties, and I was working at Mr. Johnston's when I knew him first at George's River with the falling party. Oh yes, he was overseer over all the parties. Yes, he came to visit us sir, and see how we were getting on.
85. Do you know anything about his having been promised a grant of land? About what, sir?
86. Do you know anything about a grant of land being promised him? No sir, I don't know anything about the grant of land. I know he had land somewhere, but I can't tell you where sir, for he used to be overseer over us all on the Liverpool and Parramatta Road sir, and on Mr. Johnston's falling party. They all gave him a good name—all the overseers.

Hugh Maguire recalled and examined:—

87. *Chairman.*] How is it that amongst all the people who must have known you then, you can bring no person but these two men to depose to the facts you desire to prove—you must know that this is not reliable testimony to bring forward here in support of such an important claim? Most of the people are dead that I knew then. Hugh
Maguire.
88. Mr. Johnston certifies to your bearing a good character, but can you find no old colonists who can say that you are the person who occupied the position you have stated? Yes, sir, these very men that has just gone out knew it. 21 Sept., 1870.
89. But we must have more reliable testimony than that. You come to testify that you are the very person mentioned in this letter, but we require some other proofs of the fact? Here is Mr. Bell; I was at his place at Bellmount, with Major Evans. I went round by Windsor side, and we called at Bellmount, and I presume this is young Mr. Bell; we stopped there, and I was in company with the Major then.

FRIDAY, 23 SEPTEMBER, 1870.

Present:—

MR. BELL, | MR. PIDDINGTON.
 GERALD SPRING, ESQ., IN THE CHAIR.

Mr. George William Newcombe called in and examined:—

- Mr. G. W. Newcombe. 90. *Chairman.*] You are Clerk to His Excellency the Governor's Private Secretary? Yes.
 91. You were summoned here to-day to produce some papers, but the Committee find that they have inadvertently made a mistake in asking in this way for papers, which ought to be procured by address—
 23 Sept., 1870. Have you heard anything on the subject? Yes. His Excellency mentioned the objection to me, when I showed him the summons; he said just what you say now; but he desired me to look over the records, and I have done so from 1824 up to 1830. It took me about two hours, with the assistance of one of the orderlies, to sweep away the dirt from the old papers; but after looking at the indices in some old books, and all the correspondence in Sir Thomas Brisbane's time, I could not come across the name of Maguire.
 92. You could find no petition? No, nothing whatever upon the case.
 93. We were in hopes you would find the original of that letter (*handing to witness Appendix A 2*)? I recognize this as being in the handwriting of a clerk in the Auditor General's Office, named Ryan.
 94. You did not see anything of the original of that letter? No.
 95. And no record of the name of Hugh Maguire? No record whatever.
 96. *Mr. Bell.*] Do you think you might find a copy in the Private Secretary's Office? It was in the Private Secretary's Office that I searched, as well as in the old Record Room.

 PETITION OF HUGH MAGUIRE.

 APPENDIX.

[*Handed in by Hugh Maguire, 21 September, 1870.*]

A 1.

Wm. Lithgow, Esq., Auditor General, to Mr. Hugh Maguire.

Audit Office, Sydney,
19 December, 1849.

Sir,
 In reply to your letter of the 18th instant, I do myself the honor to acquaint you that, having examined the Register of Letters written by me as Acting Private Secretary, the only one which appears entered therein to your address is dated 19th November, 1825, of which I beg to annex a copy.

I have, &c.,
 WM. LITHGOW,
 Auditor General.

A 2.

Wm. Lithgow, Esq., Auditor General, to Mr. Hugh Maguire.

Private Secretary's Office,
19th November, 1825.

Sir,
 In the absence of the Private Secretary, I have received the commands of His Excellency the Governor to reply to your petition without date, and to acquaint you that there is no Crown land near Liverpool which can be granted to any individual.

I am, &c.,
 WM. LITHGOW.

1870-71.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

REPORT FROM THE SELECT COMMITTEE

ON THE

PETITION OF JAMES TWADDELL;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

MINUTES OF EVIDENCE,

AND

APPENDIX.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
4 *May*, 1871.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1871.

1870-71.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE
LEGISLATIVE ASSEMBLY.

VOTES No. 74. WEDNESDAY, 25 JANUARY, 1871.

19. James Twaddell:—Mr. J. Suttor moved, pursuant to Notice No. 6,—
- (1.) "That," in the opinion of this House, the matter contained in the Petition of James Twaddell, presented to Parliament on the 18th March last, complaining of injury and loss of property sustained by him on account of the discovery of gold in 1861, on his rented Crown Land, is a proper case to be referred to arbitration by the Government.
- (2.) That an Address, embodying the foregoing Resolution, be presented to His Excellency the Governor.
- Debate ensued.
- Mr. Stewart moved, That the Question be amended by omitting all the words after the word "That," with a view to inserting in their place the words "the Petition of James Twaddell, presented to Parliament on the 18th March last, complaining of injury and loss of property sustained by him on account of the discovery of gold in 1861, on his rented Crown Land, be referred to a Select Committee for consideration and report, with power to send for persons and papers."
- (2.) That such Committee consist of Mr. S. Brown, Mr. Clarke, Mr. Farnell, Mr. Leary, Mr. Neale, Captain Onslow, Mr. Piddington, Mr. J. Suttor, Mr. Wilson, and the Mover."
- Debate continued.
- Question.—That the words proposed to be omitted stand part of the Question,—put and negatived.
- Question.—That the words proposed to be inserted, in the place of the words omitted, be so inserted,—put and passed.
- And Mr. Spring requiring that the said Committee be appointed by Ballot,
- Question.—That the Petition of James Twaddell, presented to Parliament on the 18th March last, complaining of injury and loss of property sustained by him on account of the discovery of gold in 1861 on his rented Crown Land, be referred to a Select Committee for consideration and report, with power to send for persons and papers,—put and passed.
- Whereupon the House proceeded to the Ballot, and the Speaker declared the following to be the Committee duly appointed:—Mr. E. Brown, Mr. Farnell, Mr. Fitzpatrick, Mr. Neale, Mr. Robertson, Mr. Spring, Mr. Stewart, Mr. J. Suttor, Mr. Samuel, and Mr. Wilson.

VOTES No. 123. THURSDAY, 4 MAY, 1871.

3. Petition of James Twaddell:—Mr. Stewart, as Chairman, brought up the Report from, and laid upon the Table the Minutes of Proceedings of, and of Evidence taken before, the Select Committee for whose consideration and report the Petition of James Twaddell was referred on 25th January, 1871, together with Appendix.
- Ordered to be printed.

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1870-71.

PETITION OF JAMES TWADDELL.

REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, appointed on the 25th January, 1871, *with power to send for persons and papers*,—to whom was referred on the same date *for consideration and report*, the *Petition of James Twaddell*, presented to Parliament on the 18th March, 1870, complaining of injury and loss of property sustained by him on account of the discovery of gold in 1861, on his rented Crown Land,—have agreed to the following Report:—

1. Having examined the claimant, Mr. Twaddell, and the witnesses, Mr. Speck, Mr. Maynard, Mr. Maclean, and Mr. Croft, and the papers produced by them, your Committee now report to your Honorable House the evidence adduced.

2. Your Committee are of opinion that Mr. Twaddell has made out no claim for compensation.

JOHN STEWART,
Chairman.

No. 2 Committee Room,
Sydney, 4th May, 1871.

PROCEEDINGS OF THE COMMITTEE.

WEDNESDAY, 8 FEBRUARY, 1871.

MEMBERS PRESENT :—

Mr. J. Suttor,	|	Mr. Stewart,
Mr. Fitzpatrick,	|	Mr. Spring,
	Mr. Samuel.	

Mr. Stewart called to the Chair.

Entry in Votes and Proceedings, appointing the Committee, *read* by the Clerk.
Committee deliberated.

Re-assembling of the Committee to be arranged by the Chairman.

[Adjourned.]

TUESDAY, 25 APRIL, 1871.

MEMBERS PRESENT :—

Mr. Stewart,		Mr. J. Suttor.
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In the absence of a Quorum, the Meeting called for this day lapsed.

WEDNESDAY, 26 APRIL, 1871.

MEMBERS PRESENT :—

Mr. Stewart in the Chair.

Mr. J. Suttor,		Mr. Fitzpatrick.
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Mr. James Twaddell (*the Petitioner*) called in and examined.Witness *produced* plan of the Droubalgie Runs, showing the principal leads thereon, and *handed in* a letter from the Chief Commissioner of Crown Lands, dated 9th December, 1861.*Ordered* to be appended. (*Vide Appendix A.*)

Witness withdrew.

Mr. Thomas Speck called in and examined.

Witness withdrew.

Mr. James Twaddell recalled and examined.

Witness withdrew.

Mr. Henry Alexander Maynard called in and examined.

Witness withdrew.

Committee deliberated.

[Adjourned until to-morrow, at *Eleven* o'clock.]

THURSDAY, 27 APRIL, 1871.

MEMBERS PRESENT :—

Mr. Stewart in the Chair.

Mr. J. Suttor,	|	Mr. Samuel,
	Mr. Farnell.	

Harold Maclean, Esq. (*The Sheriff*), called in and examined.

Witness withdrew.

Mr. Thomas Speck called in and further examined.

Witness withdrew.

Richard Croft, Esq., called in and examined.

Witness withdrew.

Committee deliberated.

[Adjourned until Thursday next, at *Eleven* o'clock.]

THURSDAY,

THURSDAY, 4 MAY, 1871.

MEMBERS PRESENT:—

Mr. Stewart in the Chair.

Mr. Fitzpatrick,
Mr. Neale,

Mr. J. Suttor,
Mr. Farnell.

Chairman proposed Draft Report.

Same read 1°

Mr. J. Suttor proposed Draft Report.

Same read 1°, as follows:—

“HAVING examined the claimant, Mr. Twaddell, and the witnesses, Mr. Speck, Mr. Maynard, Mr. Maclean, and Mr. Croft, and the papers produced by them, your Committee are of opinion that sufficient evidence has been adduced to show:—

“1. That Mr. Twaddell was, at the discovery of the Lachlan Gold-field in 1861, the lessee under an old lease of the runs called Droubalgie and Back Droubalgie.

“2. That in consequence of such discovery a very large portion of these runs was occupied under mining and other licenses, and a population of several thousands settled upon them, whereby a great number of Mr. Twaddell’s cattle were driven off the runs or destroyed.

“3. That to prevent a total loss of such cattle, he had to make a forced sale of the remainder at a sacrifice to himself, and from the same cause he afterwards forfeited the Back Droubalgie Run.

“4. The evidence also shows that although these runs were at the time under lease to Mr. Twaddell, and under the Orders in Council, he only had the right to the purchase thereof, yet the Government, by the issue of miners’ rights, licenses, and grants, alienated the greater portion thereof.

“5. The evidence further shows that a much larger loss was sustained by Mr. Twaddell than by Mr. Ranken, the holder of the adjoining run, to whom compensation was shortly afterwards awarded.

“6. Your Committee also find that the greater portion of such loss and damage was sustained by Mr. Twaddell before 22nd November, 1861, and while the Act, 20 Victoria, No. 29, which provides for compensation for such loss and damage, was still in force.

“And your Committee therefore believe that an injury has been done, and recommend his case to the favourable consideration of the Government as a fit one for arbitration.”

Question proposed, that the Draft Report of “the Chairman” be read 2°, paragraph by paragraph.

Amendment proposed (Mr. J. Suttor) that the words “the Chairman” be omitted, and the words

“Mr. J. Suttor” be inserted instead thereof.

Question put, That the words “the Chairman,” proposed to be omitted, stand part of the Question. Committee divided.

Ayes, 2.

Mr. Fitzpatrick,
Mr. Farnell.

Noes, 1.

Mr. J. Suttor.

Original Question then put and agreed to.

Paragraph 1 read and agreed to.

Paragraph 2 read and considered.

Question put,—That paragraph as read stand part of the Report.

Committee divided.

Ayes, 2.

Mr. Fitzpatrick,
Mr. Farnell.

Noes, 1.

Mr. J. Suttor.

Paragraph as read agreed to.

Chairman to report to the House.

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1870-71.

LEGISLATIVE ASSEMBLY,
NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON THE

PETITION OF JAMES TWADDELL.

WEDNESDAY, 26 APRIL, 1871.

Present:—

MR. FITZPATRICK, | MR. STEWART,
MR. J. B. SUTTOR.

JOHN STEWART, ESQ., IN THE CHAIR.

Mr. James Twaddell examined:—

1. *Chairman.*] Did you occupy a run on the Lachlan River in 1861? I did.
2. Did you hold a lease of it? Yes.
3. For how long? From the year 1855, and do still.
4. What was the duration of the lease? Fourteen years.
5. Was it a large run? A run and a half; about 7½ miles frontage by 5 miles back. I had two runs—Back Droubalgie and Droubalgie. It was 10 miles back.
6. What rent did you pay at that time? £45 or £46.
7. Any assessment? When the assessment was made I paid it. The sum I have mentioned was for the rent and assessment together. The rent was £15; the remainder was for the assessment.
8. Was the lease of any part of this run cancelled about this time? A small portion of it—a portion for the town.
9. About how much? About 200 or 220 acres.
10. On what grounds? I think to build the town of Forbes, for occupation by the diggers.
11. Was a gold-field proclaimed upon that? After that, in the year 1861, there was a general proclamation, and a very large area was proclaimed.
12. About what time? On the 24th day of December. The proclamation is contained in the *Government Gazette* of that date, and is as follows:—"In pursuance of the provisions of the Gold-fields Act of 1861, I, Sir John Young, Baronet, the Governor-in-Chief aforesaid, with the advice of the Executive Council, do hereby proclaim that the following shall be deemed a gold-field within the meaning and for the purposes of the said Act, that is to say:—The gold-fields on Crown Lands at and in the vicinity of the Lachlan River and its tributaries, from the Jemmalong and Coridgery Ranges upwards to the confluence of the Boorwa River, and extending easterly to the Belibula Rivulet Gold-field and the Tuena Gold-field, but not including the waters of the Mandangery or Byrne's Creek, above Reedy Creek, and the Nangar Range, to be called 'The Lachlan Gold-field.'"
13. How much of the run was included in the gold-field? The whole of the run in this general proclamation. I should think it extends for nearly 100 miles.
14. 100 square miles? A great deal more than that; 100 miles from east to west. It extends from 12 miles below Forbes to about 100 miles above it, and several miles back from the river.
15. What was the result to you? The occupation of the run by diggers, and a large loss sustained by the loss of a number of stock.
16. Have you any idea of the number of diggers that collected on it? I think from 18,000 to 20,000.
17. Were they widely scattered or congregated? They were scattered a good deal. I have a tracing here which will enable the Committee to see the different leads. (*The witness produced the same.*)
18. Over what area do you think these diggers were scattered? About 9 miles in a north-easterly direction from the town of Forbes, and about 5 miles easterly; that is, on my run, not including Mr. Ranken's.
19. Will you state in what way you sustained loss by the intrusion of these diggers, and to what extent? It is rather difficult to say what was the loss. My idea of the loss sustained by the loss of my cattle may be very different from that entertained by other persons.
20. *Mr. Suttor.*] You became the purchaser of the Droubalgie Run in 1855? Yes.
21. And of the cattle on it? And of the cattle.

Mr.
J. Twaddell.
26 April, 1871.

- Mr. J. Twaddell
28 April, 1871.
22. *Chairman.*] How many cattle? 1,200; I bought 1,200 cattle from Mr. Smith with the run. He did not find it convenient to muster, and I took the remainder of the cattle, giving him £500 more for the remainder. It was a bad time to muster, and I did not care to have the cattle knocked about.
23. What number did you muster in 1860? About 2,600.
24. *Mr. Suttor.*] After you had purchased the station did you reside upon it? I resided upon it; it was my residence.
25. *Chairman.*] Were you obliged to move your cattle in consequence of the run being proclaimed a gold-field? I had to remove 1,000 head there on account of the diggers; that was before the proclamation.
26. Why had you to remove them? On account of the diggers taking up the run.
27. *Mr. Suttor.*] In May, 1861? Yes.
28. At that time you had a considerable herd of cattle on this run? I had a very considerable herd.
29. Was it what is called a "rush" of the gold-diggers? It was an immense rush.
30. A great number of the diggers settled at once on the land? Yes; there were six, seven, or ten thousand; and the stream of diggers flowed on for twelve or eighteen months.
31. Of course you know the boundary of your run? Yes.
32. Your run adjoined Mr. Ranken's? Yes.
33. Can you state on which of these runs the diggers settled first? At the first the greater number set down on the north and south leads; but immediately after that was begun, they worked on the Victoria, the Caledonia, the Union, and other leads.
34. Did these lead into your run? All of them were leading into my run; very few were on Mr. Ranken's run, excepting the north and south leads.
35. Do you remember on what system the gold was worked at the commencement;—was it on the shepherding system? On the shepherding or frontage system.
36. That is, where a lead was supposed to run, the diggers remained in possession to secure their claim? Yes; they remained on the ground from 9 to 11 o'clock, and in this way they occupied the land for 3, 4, or 5 miles in a straight line.
37. This was done generally on your run? Principally on my run.
38. Were your cattle driven off the run? I do not know that they were driven off the run,—they were forced off the run.
39. They made away from the run? They left the run on account of the diggers and went to the neighbouring runs, and some of them on the Bogan.
40. Had you difficulty in collecting them again? I had very great difficulty.
41. Then in consequence of the continual shepherding of these leads your cattle had no home—no run? They had only about 2 miles of a home that was not occupied. There was a great deal of cutting of timber and carting it into the town for building purposes, and very soon they had to go 5, 6, and even 10 miles to obtain timber.
42. From 1855, up to the time of the gold-fields breaking out in 1861, what did you consider your cattle worth per head with the run? I considered the value of the cattle with the run to be £5 per head.
43. After the run was taken possession of by the diggers what do you consider your cattle were worth? I drove 1,000 of them to within 12 miles of Albury and sold them for 35/- a head, and the same year I sold full grown cattle to yourself for £1 per head.
44. *Chairman.*] Why did you sell them at that low price? I had to sell them just as I could collect them. As I collected them I drove them away and sold them.
45. *Mr. Suttor.*] When you had collected your cattle had you any place to keep them? No.
46. Had you any other squatting stations at that time? I was in partnership with Mr. Kirkpatrick, at the Warregal, but that was a very small run, and had no water.
47. You had no run to which you could remove your cattle? No.
48. Had you any correspondence with the Government about the trespass of the diggers, or did you make it known to the Government? I saw Mr. Robertson personally myself, and afterwards I sent in a petition to the Government. I have here a letter from the Chief Commissioner with reference to the matter. (*The witness handed in the same. Vide Appendix A.*)
49. That was shortly after the discovery of gold? Not very long. The gold-field was discovered in May, and this was in the December following.
50. Up to the time of receiving that letter from the Government, you had paid your rent and assessment regularly? Yes; and I was threatening to impound the horses and cattle of the miners.
51. Did you interfere with the horses or cattle belonging to the miners after receiving that letter? I never did at all—I never impounded any; I only threatened.
52. Did you consider that the Government had taken the run out of your hands? I considered that the miners had taken forcible possession both from the Government and from myself, but the Government did not seem to be in a position to help themselves owing to the very large rush there at that time.
53. You have stated, I think, that you have applied to the Government for compensation? Yes, I applied personally to Mr. Robertson, and then by petition.
54. *Chairman.*] Did the place still remain a proclaimed gold-field? After that there was a large area taken off; 5 miles was proclaimed a gold-field in April, 1863, I think.
55. Is the country now used for squattage, or as a gold-field? It is used in both ways. Two miles and a half were given back about two years ago as a large commonage or reserve. 5 miles up the river and 5 miles down the river westerly was proclaimed a commonage, and 5 miles back.
56. *Mr. Suttor.*] You mention in your petition that you gave up one run? Yes; Back Droubalgie Run altogether; it was of no use to me. It was taken up by the diggers in the centre, from Strickland's Reef.
57. On that run the diggings did not continue? They did not succeed. That was the first breakdown of the Lachlan Gold-fields, at Coole's Lead.
58. *Chairman.*] When did you cease to pay rent for that run? In 1864, I think.
59. Had you any stock on it then? No; I was ordered to take the stock off by the Chief Commissioner of Crown Lands, Mr. Daniels.
60. Did you dispose of any stock on the gold-fields as butcher's meat? No, I had no opportunity of doing so.
61. Why did you not? I could not collect them till they were miserably poor. I believe I never saw a fat beast on the gold-field.
62. What you did collect were too poor to be eaten? Too poor to slaughter.
63. Had you any sheep on that run? None.
64. Have you formed any estimate of your loss in consequence of the intrusion of the diggers? I have formed an estimate of the loss of the cattle and of the run.
65. *Mr. Suttor.*] In regard to the price of cattle, you have stated that you valued the cattle on the run at about £5 a head? With the run.
66. But that after re-collecting your cattle that had made away from the run, having no place to put them out upon, you took them off and made sale of them? Yes, or I should have made a greater loss. I made sale of any cattle at any time that I could collect them.
67. You took some of your cattle to Melbourne market? I sold them within 12 miles of Albury, having to be at the expense of travelling them, and I sold about 320 to Mr. Rand, when this proclamation came out, at 35s.
68. The difference between 35s. and £5 per head—would that represent the loss you sustained? Yes, that would be very near it.
- 69.

SELECT COMMITTEE ON THE PETITION OF JAMES TWADDELL.

69. You still hold these runs? I made application for Back Droubalgie again after the diggers left it, and tendered for it, and the answer I received from the Chief Commissioner was that no run could be tendered for until it had been once or twice offered at auction. I bought it at auction afterwards, but I had to pay £220 premium for it.
70. *Chairman.*] What was the annual rent? I think £32 10s. rent and assessment;—rent £12 10s., and the remainder assessment. Mr.
J. Twaddell.
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71. *Mr. Suttor.*] From 1861 up to the present time do the digging population reside upon your run, or any portion of it? Many diggers still reside there, and more than half of the Town of Forbes is on the run which used to belong to me.
72. That is a regularly settled town? Yes. The boundary runs up to near the Court House. There is two miles and a half of the river-frontage above the town commonage taken up now.
73. *Chairman.*] Were your cattle in good condition when the diggers first intruded? Yes.
74. Were they quiet? Middling; not very quiet. I had some quiet cattle.
75. Still though quiet and in good condition you were not able to dispose of them for butcher's meat? Not at the diggings. I had not them there. I began collecting these 1,000 at once, and this took up most of my time. When I returned from selling them the cattle were not fit for killing.
76. *Mr. Suttor.*] You consider that in consequence of your run being taken possession of by diggers you have sustained a serious loss? I have, both in cattle and in run.
77. Have you intimated to Government your willingness to go to arbitration? I was always willing to do that.
78. To have your case submitted to arbitration? Yes.
79. I believe the law provides for that? Yes.
80. But your wish in that respect not having been complied with, you have petitioned Parliament? Yes; but I am rather late in doing so, as I was much taken up in gathering stock. A portion of the damage was done during the old Act of 1857; the new Act did not come into force until a considerable portion of the damage was done—in 1861.
81. In May, 1861, it first commenced? Yes.
82. And you held the adjoining run to Bugabagil, which was held by Mr. Ranken? Yes.
83. Do you know whether any proclamation was issued by the Government at any time after the trespass on your run? Any proclamation as to reserve or commonage?
84. As to what was to be done with runs trespassed upon by diggers? There was a proclamation, I think, in this way, that the lessees could either retain them with the portions taken away, or throw them up if they pleased.
85. Was that issued after the trespassers were on your run? Yes, some considerable time I think.
86. With regard to making sale of cattle at the gold-field, would not a run situated 20 miles from the gold-fields be more likely to supply the diggers than the run on which they were located? A stockholder situated on a run 10 or 20 miles off would have all the advantage, but the squatter on the run where the diggings broke out would be next to ruined; he might as well give up his run at once. If I had a run where a gold-field was discovered now I would give it up immediately.
87. Did the diggers commence on your run at the same time as on the adjoining run of Mr. Ranken? At the same time. It was within 100 yards of the boundary, on Mr. Ranken's side, that gold was discovered.
88. You stated that the leads extended to your run—the Droubalgie Run? Yes, after that. *(The witness pointed out the leads on the plan.)*
89. *Mr. Fitzpatrick.*] What term of lease had you;—at the end of 1861 how long had your lease to run? I think it ran out in the year 1865.
90. What term of lease was it originally? It was one of the old leases.
91. What was the term? I think fourteen years.
92. You do not know when the fourteen years commenced? No, I cannot say; I think it was in 1865 it was appraised.
93. I am speaking of the lease you had at the time of the breaking out of the gold-fields, before Mr. Robertson's Act was passed? I believe the former lease was for fourteen years; I purchased the run.
94. When did it commence? I cannot say; no doubt it was when the fourteen years came out. It was a very old run, and had been occupied for forty years.
95. You have spoken of the appraisal after that;—it must have run out very soon, or it could not have been appraised? It was appraised in 1865. Mr. Powell was the first who appraised it, and there was afterwards another appraisal by Mr. Carne.
96. You have spoken of Droubalgie and Back Droubalgie;—do you include these both in the rent of £45? It was £46 17s. 6d. for the two.
97. This rush of diggers commenced in May, 1861? Yes.
98. And all the injury you suffered was completed before the proclamation issued? Not all of it; I have been suffering up to the present time.
99. I think we misunderstand each other. You say you had to dispose of your cattle in consequence of the rush of the diggers? Yes.
100. The rush took place in May; you disposed of 1,000 cattle in July, 1861; and the proclamation came out in December? Yes.
101. That was after you had been compelled to sell your cattle? Yes.
102. Then it is clear that the injury you sustained was not the result of that proclamation? Not at all; it was the result of the rush of diggers coming on to the run,—nothing else; the proclamation had nothing to do with it.
103. Was your lease ever cancelled? Never.
104. Then no act of the Government led to this injury? No.
105. You yourself allowed your run to lapse by non-payment of rent? On account of the diggers.
106. Did not the other lapse also? No; I still paid that.
107. Government never deprived you of your run? No, except by the second proclamation, which took away 5 miles; but that did not take place till 1863.
108. Long after you had disposed of your cattle? Long after. Why the Government made a commonage there, when the greater part of the diggers had left, I have no idea.
109. The letter of the Chief Commissioner threatened to take away your run, but he did not do so? He did not do so.
110. If the Government had cancelled your lease, what compensation were you entitled to? I should consider myself entitled to compensation at the rate of £5 per head for my cattle.
111. Is there any such compensation provided for in the Orders in Council? I should consider that was the price paid for cattle on the runs at the time. That was the price given for cattle on the opposite run, and cattle were increasing in value up to 1861.
112. If the Government had cancelled your lease was there anything in its terms justifying a demand for compensation? I think there was before the Act passed in October, 1861.
113. You do not know what that was;—was it not simply to return the balance of the rent for the time unexpired? That was not in the old Act, but in the new Act, after it came out in 1861.
114. What old Act do you speak of? The Act of 1861.
115. Do you mean the Gold-fields Act or the Land Act? I think it was the Land Act; it might be the Gold Act under which the holder would receive compensation from any revenue that might be derived from the gold-field.
116. Will you refer me to the Act you allude to? I think if I had the *Government Gazette* I could state.
117. It is clear you held an unexpired lease under the Orders in Council? Yes, in 1861.

- Mr. J. Twaddell. 118. Whatever the Orders in Council then promise or undertake to give you are entitled to, and nothing more? Nothing more, no doubt.
- 26 April, 1871. 119. I think in the Gold-fields Act it is provided that if any portion of the run is cancelled for gold-fields purposes, the balance of the rent is returned to the tenant? That was in November, 1861; but a large amount of damage was done before that.
120. Then in fact you have no claim for loss of run? No.
121. Your loss then is narrowed down to the loss of cattle? The loss of cattle and the two miles and a half taken away as commonage.
122. Do you allege any given number of cattle as lost by you? I consider I lost 2,200 head.
123. How do you prove that? I cannot exactly prove it; but I arrive at it in this way: The cattle were counted out of the yard in the latter end of 1860, and there were a number of cattle out that were not mustered. I counted 2,200 head in the presence of a party who is here as a witness. After that, in the latter end of July, I sold 1,000 head near Albury at 35s. a head.
124. At this time the Assessment Act was in force? Yes.
125. Then you must have made a sworn return of the number of your cattle? Yes.
126. Can you produce that return? No, but I have no doubt it can be produced.
127. You have no proof of the loss beyond your own memory? I know the number I counted out in the latter end of 1860.
128. Have you any other witnesses who counted them out? I have a witness who took the tallies as I counted them off.
129. About this two miles and a half of frontage;—I understand you to mean that the Government subsequently made what was called a special gold reserve? The original reserve is contained in the *Government Gazette* of 28th April, 1863: "It is hereby notified, for general information, that His Excellency the Governor, with the advice of the Executive Council, has been pleased to withdraw for public use the portion of land hereinafter described from the run of which it has hitherto formed part."
130. That was an absolute withdrawal from your lease? Yes.
131. It was not a gold reserve? It was a gold reserve before;—a very large reserve;—but that was a withdrawal from lease. There were 5 miles withdrawn from lease.
132. Under the Orders in Council, under which you held, the Government had the power to withdraw any land for public purposes? Yes, I think so.
133. Without compensation? Without compensation.
134. You have said, in answer to a question of Mr. Suttor, that you valued your cattle at £5 per head with the run;—you did not lose your run? No.
135. What was the value of the cattle without the run? I was getting in the year 1860—at the latter end of 1860, when I sold some store cattle—£3 per head.
136. And you lost how many? 2,200.
137. Your claim then is for about £6,000? Very nearly at that rate.
138. You sold cattle at Albury at 35s.? Yes.
139. Did you drive them yourself? Yes.
140. And you sold cattle afterwards to Mr. Suttor at £1 a-head? Yes.
141. Full-grown? Yes.
142. Have you any idea what a beast was worth at Forbes when slaughtered at that time? I think very few bought cattle were slaughtered, so many being stolen.
143. Although there were from 18,000 to 20,000 people on the ground? Yes. I believe at one time there were 30,000 people on the ground.
144. *Mr. Suttor.*] You have stated in answer to Mr. Fitzpatrick that the Government although they threatened to cancel your lease did not do so? They did not till 1863, when they took away this reserve.
145. Did you after receiving the notice interfere in any way with the diggers? No, I did not interfere with a beast or horse belonging to the diggers.
146. Do you attribute the Government not cancelling your license to your non-interference with the diggers? I do. I believe it would have been cancelled had I interfered after receiving that letter.
147. With regard to the leases falling in in 1865;—are you aware that all the old fourteen years' leases on that part of the Lachlan fell in in 1865? I think nearly all the old leases fell in in 1865.
148. Was that the year in which the Droubalgie Run was appraised? Yes; I think in 1865 it was appraised by Mr. Powell. I am not quite clear as to the date, but I think that was the year.
149. Do you use the run now as a cattle run? No, as a sheep run. I could not use it as a cattle run.
150. *Chairman.*] Previous to the gold discovery in 1861 had you cattle and sheep on this run? Cattle alone—no sheep. In 1866 I sold all the cattle I could gather up, to Mr. Smith.

Mr. Thomas Speck examined:—

- Mr. T. Speck. 151. *Mr. Suttor.*] Do you recollect when you first went to reside at the Lachlan? Yes.
- 26 April, 1871. 152. In what year was that? In 1840.
153. You were for many years managing a station for Mr. Ranken? Yes, for sixteen years.
154. Did that station adjoin Mr. Twaddell's? Yes.
155. Do you know where the dividing boundary was? Yes.
156. You know there is a town built there now—the town of Forbes? Yes.
157. Is there any portion of that town of Forbes on Mr. Twaddell's run? Yes, nearly the whole of it.
158. Were you in that neighbourhood when the gold discovery took place? Yes.
159. What population do you suppose settled there at the first commencement? I kept a wholesale slaughtering yard there at the time, and had every means of ascertaining the number, and I always supposed there were from 25,000 to 30,000.
160. *Chairman.*] Within what time after the first rush? About twelve months.
161. *Mr. Suttor.*] A large number settled there at the commencement? Yes, some ten or fifteen thousand.
162. And the greater portion of them I think then so settled down on Mr. Twaddell's run? Yes; the gold-fields begun upon the boundary, extending eastward.
163. You had the means of knowing what was the quality of Mr. Twaddell's herd there? Yes, I used to be a purchaser.
164. Were they considered to be good cattle? Yes, very fine cattle, as is proved from the fact of my never having to employ an agent to dispose of them.
165. What do you consider the cattle with the station were worth at that time, before the diggings broke out? The way the herd was then situated, £5 a-head—perhaps more; stations were then immensely high.
166. Do you know when Mr. Twaddell bought that station? Yes.
167. Do you know what he bought them for? I think £5 a head. I never heard him say, but I have heard other people.
168. What would you consider the cattle worth without the run? From £3 to £3 5s.

169. Do you know the boundaries of the town of Forbes? No, I do not, unless you speak of the Common.
170. Do you know the extent of the Common? The Common, I think, extends 5 miles, allowing Forbes to be the centre.
171. Do you know how much of that 5 miles is taken out of Mr. Twaddell's run? There must be three parts of the 5 miles.
172. That includes the town of Forbes? Yes.
173. Do you know of your own knowledge that Mr. Twaddell had any difficulty in collecting his cattle after the diggers took possession of his run? Yes, the same as every other station around. The cattle could not be mustered at all.
174. There is a deal of mountain and scrubby country some 30 miles at the back of his run? Yes.
175. Into which, if the cattle got, nothing could get them out again? Nothing can get them out.
176. They become wild? Yes.
177. When you speak of 5 miles of Common, you mean 5 miles frontage to the Lachlan River? Yes.
178. And three parts of that you think is on Mr. Twaddell's run? Yes, two miles and a half up from the Court House, and two and a half down. The Court House is on Mr. Twaddell's run.
179. Do you know when the old fourteen years leases expired? No, I do not.
180. *Mr. Fitzpatrick.*] You say you were engaged in slaughtering? Yes.
181. Near the township? Yes, about half a mile from the town.
182. What was about the average value of a beast for slaughtering—a beast of average quality? £4; or if heavy, £5. I have paid for mobs of cattle from the Macquarie as much as £5.
183. Many miles off? Yes, brought from the Macquarie to be slaughtered at Forbes.
184. You have said that Mr. Twaddell's cattle were worth £3 a head without the run? Yes, £3 5s. I have offered him.
185. You have said also that before the rush they were a very fine quality of cattle? Yes.
186. How far was his herd from you when you were slaughtering? They were on their run, and I was on Mr. Ranken's run—on the borders of the run.
187. Close to them? On the borders of the run.

Mr. T. Speck.
26 April, 1871.

Mr. James Twaddell further examined :—

188. *Chairman.*] You have stated in evidence that you removed about 1,000 head of cattle, and sold them at Melbourne? At Albury.
189. And you sold some to Mr. Suttor? Yes.
190. How many? I think about twenty or thirty head.
191. Were those the only two lots you sold? I sold no more after that till 1863, when I sold 325 head to Mr. Rand.
192. About 1,350 altogether? Yes.
193. And you began with 2,200 in 1860? That was what was counted out; but after that I bought 480 head. They came on to the run just after I had sold these. They were WH cattle.
194. That made 2,680 altogether? Yes, not including the progeny.
195. And out of that number you sold 1,350, leaving 1,330? Yes.
196. Which you think you lost? I believe I did lose them, for after that there were not many branded, and I could not keep up the count after that.
197. Were they lost by getting into the ranges, or by being stolen? I believe in every way. Parties went out at night from the gold-fields with carts, shot them, and carried them away.
198. *Mr. Suttor.*] You said before that you considered you lost 2,500 head of cattle? Yes.
199. Do you include the 1,000 head you sold in that loss? I think there were 2,500 head lost without these. I had more cattle on the run than I have mentioned, but I have stated only what were counted out. We could never muster the cattle within four or five hundred head at any time.
200. At the time the Government gave you that notice, threatening you to take away your run, were the diggers in possession of it? They were in possession of it.
201. You did not interfere with them afterwards? I did not in any way, although there were several dairymen came and sat down on the run with several hundred of cattle and horses, and my cattle were driven away to give grass and room to them.

Mr. J. Twaddell.
26 April, 1871.

Mr. Henry Alexander Maynard examined :—

202. *Mr. Suttor.*] You have resided at Forbes? I have, for many years.
203. In what year did you first go there? In 1861; either the latter end of July or the beginning of August.
204. Shortly before the gold discovery there? Shortly before the gold discovery; when the first rush took place to the Lachlan.
205. Do you know Mr. Twaddell's squatting run? Yes, thoroughly; I lived on it for some five years.
206. Do you know that he had cattle there? Yes.
207. Do you know that the run was taken possession of by the digging population, or portions of it? A very large portion of it; a very large population was settled down there.
208. And took possession of the land? Yes. I assisted in making a computation of the population in order to make a report to the Government of the number supposed to be on the gold-field, and we returned between 26,000 and 28,000.
209. The greater part of this population was settled on Mr. Twaddell's run? By far the greater portion on Droubalgie and Back Droubalgie.
210. The town of Forbes is built on the run? A portion of it is still on the run.
211. Do you know where the Common extends to? The five-mile Common? Yes.
212. How much of that is on Mr. Twaddell's run? I should say somewhere about from 10 to 12 square miles.
213. Then that 10 to 12 square miles is taken out of Mr. Twaddell's run? That is taken out of the Droubalgie Run.
214. That belongs now to the Town Common? Yes.
215. Have you had any experience as to the quality of runs—Can you say whether Droubalgie was an inferior or a good run? I have travelled over most of the runs in the Lachlan District, and I should say it is quite as good as any other on the river. Most of it is good open plain and free from scrub.
216. That portion of the run included in the Common is now lost to Mr. Twaddell? Yes, it is lost now. Nearly the whole of the frontage is taken up by settlers who have settled on the banks of the river for 3, 4, or 5 miles above the town, so that the whole of the frontage is, as it were, fenced in.

Mr. H. A. Maynard.
26 April, 1871.

- Mr. H. A. Maynard. 217. By the digging population? By a farming population now. Most of the people are old diggers, who have taken up land—who cultivate a little and dig a little as chance occurs.
 218. *Mr. Fitzpatrick.*] What occupation are you? At the time I have spoken of, when I made the computation of the population, I was clerk to the Gold Fields Commissioner.
 219. Your employment would not make you conversant with the price of stock? No, I could not speak as to the price of stock.

26 April, 1871.

THURSDAY, 27 APRIL, 1871.

Present:—

MR. FARNELL,

MR. SAMUEL,

MR. J. B. SUTTOR.

JOHN STEWART, Esq., IN THE CHAIR.

Harold Maclean, Esq., examined:—

- H. Maclean, Esq. 220. *Mr. Suttor.*] You were formerly Chief Gold Commissioner of the Western District? Yes.
 221. Do you remember the time of the gold discovery at Forbes? Yes.
 222. Were you down there shortly after the discovery? Yes, very shortly.
 223. Can you say to the best of your belief what number of diggers settled down there in a short space of time after the discovery? About the largest number that ever collected on a gold-field in this Colony—I computed the number at from 25,000 to 30,000.
 224. At one time I think you had nearly the whole of the Commissioners in your district there? Yes, I had to draw most of my staff there.
 225. That was in consequence of the large population that had settled there? There was an immense population.
 226. That gold-field was in what was then known as the unsettled districts—beyond the limits—in the squatting district? Part of it was; and I think the whole of it. There was a large area taken in by proclamation, called the Lachlan Gold-field, that may have taken in part of the settled portion.
 227. How long after the discovery of the gold was it before it was proclaimed a gold-field? I cannot recollect the exact date, but very shortly after.
 228. *Chairman.*] Do you know Mr. Twaddell's run? Yes.
 229. Do you know whether it was held under the Orders in Council at that time, or otherwise? I do not recollect, but I think it must have been.
 230. One of the old leases? I think it must have been; I do not remember at this moment. It is so long since that the matter has passed from my memory.
 231. *Mr. Farnell.*] Did I understand you to say that 25,000 persons were settled on this gold-field at one period? Within about three months from the first discovery—from 25,000 to 30,000; I think nearer 30,000.
 232. *Mr. Suttor.*] A return I think was made about that time of the number of persons supposed to be on the gold-field? Yes. We were generally able to form some idea of the number by the miners' rights we issued; and we knew the general allowance to be made for women, children, and others, dependent upon the diggers.

27 April, 1871.

Mr. Thomas Speck further examined:—

- Mr. T. Speck. 233. *Mr. Suttor.*] You stated yesterday that you had many years managed the Bugabagil station? Yes.
 234. That is an adjoining run to Mr. Twaddell's? Yes.
 235. Is it usual when there is a general muster of cattle going on, for the neighbours from the adjoining runs to attend the muster? It is always the practice.
 236. Did you at any time previous to the gold discovery at Forbes attend a muster of cattle at Mr. Twaddell's? Yes, every muster.
 237. And you attended a muster shortly before the gold discovery;—did you? Yes.
 238. Can you mention what number of cattle were counted at that muster? That was somewhere in 1861. I had bought a lot of fat cattle from Mr. Twaddell on that occasion, and he expressed a desire to have them counted.
 239. Did you assist in that? Yes.
 240. What was the number? 2,200.
 241. That was before the run was settled upon by the diggers? That was just before the diggings broke out.
 242. After the population settled upon the run do you think that number could have been mustered? No.
 243. The town of Forbes is situated on the western portion of Mr. Twaddell's run;—is it not? Yes.
 244. And his run continues along the river easterly from Forbes? Yes.
 245. Would that be leading to the settled districts? Yes, that would be leading into the Canowindra and Bathurst country.
 246. Or to the settled districts easterly from Forbes? Yes.
 247. Then the population going from the settled districts to Forbes would have to pass directly through Mr. Twaddell's run? Yes, directly through it by the main road.
 248. Can you state whether, to the best of your opinion, Mr. Twaddell received damage equal to that sustained by Mr. Ranken? Far more.
 249. What is your reason for making that statement? I was manager, as you know, of Mr. Ranken's run, and shortly after the discovery of the gold-fields I undertook cattle-purchasing on my own account, and I was so frequently on both runs that I could see which was most deteriorated, and I should say that where there were a hundred men on Bugabagil there were five thousand on Mr. Twaddell's run.
 250. Was the whole of Mr. Twaddell's run trespassed upon, as well as the whole of Mr. Ranken's? Not the whole of Mr. Ranken's but the whole of Mr. Twaddell's—the front, back, and centre.
 251. And only a part of Mr. Ranken's? Only a part of Mr. Ranken's.
 252. How was it only a part of Mr. Ranken's run was taken possession of? The south lead commenced on the eastern side of Mr. Ranken's run, and that was the lowest portion. Forbes never extended westward.
 253. Then the greater portion of Mr. Ranken's run was west of the head station? Yes, and was not interfered with by any of the diggers.
 254. But they took possession of the whole of Mr. Twaddell's? The whole of the leads but the one lead on Mr. Ranken's boundary is on Mr. Twaddell's run, extending eastward and northward.
 255. *Mr. Farnell.*] Do you know upon what terms Mr. Twaddell held this run from the Government? No.
 256. You have stated that you purchased some cattle from Mr. Twaddell? I purchased a quantity of fat stock just before the diggings commenced.
 257. How many? Forty-five; that was the number I wanted to make up 1,000 for Mr. Herbert, and I had to deliver 10 per cent. of the number fat.
 258. You say you were slaughtering on his run? On Mr. Ranken's run.

259. For whom were you slaughtering? For Mr. Josiah Strickland.
 260. Whose cattle were you slaughtering? His principally.
 261. Did you purchase any from Mr. Twaddell? Not on that occasion.
 262. At any time? Not after I had set up in the slaughtering business.
 263. *Mr. Samuel.*] What was the whole of the population of the diggings altogether at the time you are speaking of? From 25,000 to 28,000, or 30,000; that was the general opinion of the residents on the gold-field.
 264. Mr. Twaddell got this run back some time after this gold discovery—he bought the right to it? I do not think he ever parted with it; it was Back Droubalgie he got back again.
 265. He never parted with the front run where the diggings were? Not that I am aware of.
 266. What population is on the diggings now? About 2,000.
 267. Is the run seriously deteriorated now? Yes, the men are still using up the old stuff, and prospecting.
 268. Is it no advantage to a station to have a demand for stock close at hand, such as a large working population would bring? No, quite the contrary.
 269. *Mr. Suttor.*] Mr. Twaddell's run is not enclosed? No.
 270. Can cattle be kept alongside or among the diggers on a run not enclosed? No.

Mr. T. Speck.

27 April, 1871.

Richard Croft, Esq., examined:—

271. *Mr. Suttor.*] You are a Solicitor, I believe, residing at Forbes? I am.
 272. You know Mr. Twaddell? I do.
 273. You are aware that he has petitioned Parliament to take into consideration the loss he has sustained from gold diggers who have settled down on his run? For compensation for the injury he has sustained—I am aware of that.
 274. Can you state under what Act you consider Mr. Twaddell has a claim upon the Government? There are two positions Mr. Twaddell may adopt in asking for compensation from the Government. The first is under the Gold-fields Act 20 Victoria, No. 29, section 10—the Act of 1857. By that it is enacted that it shall be lawful for the Governor to withdraw or suspend from the lease land leased, or such portion of it as may be found requisite for the use and accommodation of miners' horses, cattle and sheep, and for such portion so suspended to remit such portion of the rent as may be considered sufficient, and also to pay compensation for damages, as directed to be assessed under certain Orders in Council of 9th March, 1847. That Act remained unrepealed until the Act of 25th Victoria, No. 4 (1861), which entirely repeals it; but re-enacts as under, with respect to the occupation of a lease for mining purposes. In point of fact it enacts the same as the preceding one, leaving out that part which refers to the compensation. Therefore, as far as that is concerned, Mr. Twaddell will not be able to claim under that Act; that is, as regards the claim made by Mr. Twaddell for compensation under the Gold-fields Act of 1861. There is another position which Mr. Twaddell may take as the holder of an old lease—one of the fourteen years leases—under the Orders in Council of 9th March, 1847. These Orders are unrepealed by any subsequent Acts up to the present time.
 275. *Chairman.*] What is the effect of the Order you refer to? "During the continuance of any lease of lands occupied as a run, the same shall not be open to purchase by any other person or persons, except the lessee thereof." In section 9 of the same Orders it was also provided that for public purposes, among which mining was included, the Government should have the usual right of withdrawing land.
 276. *Mr. Farnell.*] Does it specially mention gold-mining? It says for "iron, copper, lead, or other minerals," and I fancy that includes gold-mining.
 277. That is reserved under the Orders in Council? Yes.
 278. The Government can resume it? Yes.
 279. *Chairman.*] Are you aware that the precious metals were reserved in the leases granted to these Crown Lands' tenants? Yes.
 280. With the right to enter, dig, and take them away? Yes; specially reserved.
 281. *Mr. Farnell.*] Do you know, of your own knowledge, the terms upon which Mr. Twaddell held this run from the Government—the nature of the lease? I cannot describe it sufficiently; it was one of the old leases of 1848.
 282. And subject to the regulations you have quoted? And subject to the regulations I have quoted.
 283. *Mr. Suttor.*] Do you know the proclamation issued by the Government after 1861, making fresh provision for the disposal of runs where they were taken possession of by diggers? Yes, after 1861; that it should be competent to the lessee to throw up his run if he chose, or to have an abatement of rent in respect of the portion taken away.
 284. You believe the Orders in Council give the occupier the right of compensation if any portion were taken from him before that proclamation was issued? I have no doubt of it.
 285. *Chairman.*] Under which of the Orders is that right given? Under the Order I read it is provided that no land shall be sold except to the lessee. There is the right reserved to the Governor to resume the grant, for mining purposes among others; but if the land is taken away, and granted for any purpose, although there is no special clause under these Orders for compensation, as under the Act I have cited, there is compensation always due from the Crown for any injury done to a tenant.
 286. Under what law? Under the common law.
 287. *Mr. Farnell.*] Under these circumstances Mr. Twaddell had a remedy against the Government by action of law? He would have that remedy, but he has the more simple remedy pointed out in the petition he has presented to the House.
 288. *Mr. Samuel.*] Perhaps you will look at the 9th section you have referred to, which gives the power to the Crown to resume the land without any compensation? There is nothing said about compensation.
 289. It specially reserves; and if so, is it not clear that compensation should not be given? I think not, according to the decisions.
 290. How do you account for the fact that in 1857 a law was passed to give compensation if the law already admitted the claim? I simply can state my opinion that at common law a tenant has a perfect right to recover damages, and I believe that has been decided in numerous cases, not only here but at Home.
 291. Clearly, after the year 1861, if a miner took possession of a run, or the Government took possession for mining purposes, there would not be a claim for compensation under that Act. So far as the arbitration provisions in the Act of 1857 were concerned, were they not repealed by the Act of 1861? The Act I have quoted before repeals the Act of 1857, but it re-enacts the whole of the original clause, with the exception of that part which refers to compensation. That is specially left out.
 292. *Mr. Suttor.*] That Act was repealed after May, 1861? Some months after May,—at the end of the year 1861.
 293. In May, 1861, was not the original Act in force? Yes.
 294. *Mr. Samuel.*] It was not until the year 1862 that Mr. Twaddell applied for compensation? I scarcely carry the fact in my mind; the petition will show.
 295. *Mr. Farnell.*] Do you know whether Mr. Twaddell forfeited this run, or applied to the Government for any abatement of rent? I can merely give my opinion. I am told he accepted an abatement of rent, but it was some years after.
 296. He has retained the run during the whole period? Yes.

R. Croft, Esq.

27 April, 1871.

- R. Croft, Esq. 297. *Mr. Suttor.*] Are you aware that the old Orders in Council gave the occupiers of runs the right of lease of fourteen years? Yes.
- 27 April, 1871. 298. And that it was afterwards by proclamation agreed that the leases should date from 1851? Yes, fourteen years, from 1851.
299. And although the leases were not issued, the Government acknowledged them to be issued? It was determined that the production of the receipt should answer the purpose of a lease in all Courts of Justice.
300. Then the leases would fall in in 1865? In 1865 or 1866.
301. There was nothing in the Orders in Council respecting the application for the reduction of any portion of the rents—that was provided for by Act of Council? It was.
302. A person holding a run after 1865, if any portion of that run were taken from him, would be entitled to apply for a reappraisalment? Yes, he might throw up his lease, or take an abatement of his rent.
303. There was no provision made for reappraisalment in the fourteen years' leases? Not that I am aware of.

PETITION OF JAMES TWADDELL.

APPENDIX.

[*To Evidence given by Mr. James Twaddell, 26 April, 1871.*]

A.

The Chief Commissioner of Crown Lands to Mr. James Twaddell.

Crown Lands Office,
Sydney, 9 December, 1861.

Sir,

The Commissioner of the Western Gold-fields having recommended the cancellation of the lease of your run, called Droubalgie, in the vicinity of the Lachlan Gold-fields, with the view of preventing the occupation and development of the gold-field from being interfered with by the impounding of the cattle and horses belonging to the miners which may stray upon the run,—I am directed to inform you, that it appears to the Honorable the Minister that if you abstain from unnecessary interference with the cattle and horses of the gold-field, it may defer for some time, if not entirely obviate, the necessity for absolute cancellation of the lease.

I have, &c.,

A. ORPEN MORIARTY,
Chief Commissioner of Crown Lands.

1870-71.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CHURCH AND SCHOOL LANDS.

(PETITION—THE GOLD-MINERS OF JEMBAICUMBENE.)

Ordered by the Legislative Assembly to be Printed, 1 June, 1871.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled

The Petition of the undersigned Miners and other residents of Jembaicumbene,—

HUMBLY SHOWETH :—

1st. That your Petitioners have ascertained that it is in contemplation by the Government, to shortly submit to public auction the whole of the Church and School Lands in the Braidwood District.

2nd. That whereas the portion of land situate between Jembaicumbene and the "Big Hill" (which is half way between Jembaicumbene and Braidwood), and from thence down to the Shoalhaven, is known to be auriferous, your Petitioners pray that this portion of land may be reserved.

3rd. That a portion of this part of the Church and School Lands is already being worked by miners, and several quartz reefs have been discovered and would have been opened out but for the wet weather that has prevailed for the past twelve months.

4th. That the population of Jembaicumbene is now about four hundred, and your Petitioners humbly submit that in the event of land herein mentioned being sold, the greater part of the inhabitants would have to remove to some other locality, as they are all looking forward to the opening out of the quartz reefs and development of the auriferous localities for remunerative employment.

5th. That your Petitioners would, by the sale of said portions of land, be deprived of the privilege of depasturing their horses and cattle.

6th. That the sale of said portion of land would be a loss to the revenue, because your Petitioners are assured that the income from miners' rights will far exceed eventually the amount that would be realised by the sale of said land.

For these reasons your Petitioners humbly pray that you will give the prayer of their Petition an early and a favourable consideration.

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

Dated this fourth day of May, one thousand eight hundred and seventy-one.

[Here follow 105 Signatures.]

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

HAM COMMON RESUMPTION BILL.

(PETITION—CERTAIN INHABITANTS OF THE TOWN AND DISTRICT OF RICHMOND.)

Ordered by the Legislative Assembly to be Printed, 19 October, 1870.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.

The Petition of the undersigned Freeholders, Residents, and Commoners, having right and interest in Ham Common, situated in the Police District of Windsor, in the County of Cumberland, and Colony of New South Wales,—

MOST RESPECTFULLY SHOWETH:—

That your Petitioners view with alarm the introduction of a Bill into Parliament, by Henry Moses, Esq., M.L.A., entitled a "Bill to authorize the resumption and rededication of Richmond Hill or Ham Common." That your Petitioners beg to state that Ham Common was granted to your Petitioners by Governor King, in the year 1804, and subsequently by deed, dated the thirtieth day of September, one thousand eight hundred and fifty-one, under the hand of His Excellency Sir Charles Augustus Fitz Roy, Knight, Governor, and under the Seal of the Colony. That your Petitioners have complied with the Trusts in the deed mentioned, and also in the appointment of Trustees from time to time, and of all other requirements, pursuant to an Act of Parliament, 11th Victoria, No. 31. Your Petitioners beg to state that their commercial interests and prosperity is wholly involved in agricultural pursuits, which extend over an area of about 2,000 acres of cultivated land, which is subject to frequent inundation by floods. At such times your Petitioners have to leave their homesteads and take refuge upon the high land of the Common, it being the only available place of safety for stock, &c. Your Petitioners further beg to state, that the Common is the only available land, reserved by the Crown, from which they can obtain timber for the purpose of building, or for firewood, the surrounding area within five miles being private property. Your Petitioners further beg to state that the Township of Windsor possesses a grant of land for commonage of about six hundred acres, which common land is separate and distinct from Ham Common. Your Petitioners beg to state, that the whole of the occupiers of low lands, in time of flood, have the privilege of using the Common as a place of security for their stock. That your Petitioners have enjoyed possession of Ham Common, under grant from the Crown, for nineteen years, and have been at considerable expense in conducting the trust and management according to the law. That the Bill now before Parliament, if passed into law, will cause serious injury and hardship upon your Petitioners.

Your Petitioners, therefore, beg that your Honorable House will take all the disadvantages, inconveniences, and hardships that would attend your Petitioners, should the Bill be brought into operation—your Petitioners pray your favourable consideration of their position, and that you will not allow the Bill to become law.

And your Petitioners, as in duty bound, will ever pray, &c., &c.

[Here follow 259 Signatures.]

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

HAM COMMON RESUMPTION BILL.

(PETITION—CERTAIN RESIDENTS OF WINDSOR AND SURROUNDING DISTRICTS.)

Ordered by the Legislative Assembly to be Printed, 3 November, 1870.

To the Honorable the Members of the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of the undersigned Landowners, Occupiers of Land, and Residents in the District of Richmond Hill, in the Parishes of Saint Matthew and Ham, in the County of Cumberland, Commoners of Ham Common :—

Whereas a Bill has been introduced into your Honorable House by Henry Moses, Esquire, one of the Members for the Hawkesbury, for the purpose of authorizing the Government to resume the Common formerly known as the Richmond Hill Common, in the Parishes of Saint Matthew and Ham, in the County of Cumberland, but now more generally known as Ham Common, in the said parishes, for the purpose of rededicating the same according to the Trusts of the original Grant of the said Common in the year 1804: And whereas your Petitioners feel assured that it will be for the benefit of all parties concerned that such resumption and rededication should take place, to settle and close all differences and disputes that have occurred in the administration of the said Common: Now therefore, we, the undersigned, respectfully pray your Honorable House to pass the said Bill. And, as in duty bound, we will ever pray, &c.

[Here follow 363 Signatures.]

1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

REPORT FROM THE SELECT COMMITTEE

ON THE

HAM COMMON RESUMPTION BILL;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE

MINUTES OF EVIDENCE.

AND

APPENDIX.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
2 November, 1870.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1870.

1870.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE
LEGISLATIVE ASSEMBLY.

VOTES No. 36. FRIDAY, 14 OCTOBER, 1870.

13. Ham Common Resumption Bill :—Mr. Moses moved, That this Bill be “now read a second time.”
Debate ensued.
Mr. Farnell moved, That the Question be amended, by omitting the words “now read a second time,” with a view to inserting in their place the words, “referred to a Select Committee, to inquire as to and report thereon.”
“(2.) That such Committee have power to send for persons and papers, and consist of the following Members :—Mr. Dight, Mr. Driver, Mr. Hill, Mr. Moses, Mr. Neale, Mr. Piddington, Mr. Robertson, Mr. Tunks, Mr. Wilson, and the Mover.”
Debate continued.
Question,—That the words proposed to be omitted stand part of the Question,—put and negatived.
Question,—That the words proposed to be inserted in place of the words omitted, be so inserted,—put and passed.
Whereupon Question,—(1.) That this Bill be referred to a Select Committee, to inquire as to and report thereon.
(2.) That such Committee have power to send for persons and papers, and consist of the following Members :—Mr. Dight, Mr. Driver, Mr. Hill, Mr. Moses, Mr. Neale, Mr. Piddington, Mr. Robertson, Mr. Tunks, Mr. Wilson, and the Mover,—put and passed.

VOTES No. 46. WEDNESDAY, 2 NOVEMBER, 1870.

4. Ham Common Resumption Bill :—Mr. Farnell, as Chairman, brought up the Report from, and laid upon the Table the Minutes of Proceedings of, and of Evidence taken before, the Select Committee for whose consideration and report this Bill was referred on the 14th October, 1870, together with Appendix.
Ordered to be printed.

* * * * *

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1870.

 HAM COMMON RESUMPTION BILL.

 REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, appointed on 14th October, 1870, "*with power to send for persons and papers,*" for whose inquiry and report was referred the "*Ham Common Resumption Bill,*" beg leave to report to your Honorable House,—

That they have examined the witnesses named in the list,* and the Bill submitted to them; and having made certain Amendments in the Bill, and in the Title, beg to lay before your Honorable House the Bill as so amended by them, with an amended Title.

*Vide List of
Witnesses,
page 5.*

JAMES S. FARNELL,

Chairman.

No. 3 Committee Room,

Sydney, 2 November, 1870.

PROCEEDINGS OF THE COMMITTEE.

WEDNESDAY, 19 OCTOBER, 1870.

MEMBERS PRESENT :—

Mr. Farnell,	Mr. Piddington,
Mr. Moses,	Mr. Dight,
Mr. Driver,	Mr. Neale.

Mr. Farnell called to the Chair.

Entry in Votes and Proceedings appointing the Committee, *read* by the Clerk.

Committee deliberated.

Ordered,—That Mr. A. Cornwell, Mr. J. Onus, *senr.*, Mr. C. R. Bedwell, Mr. G. Bowman, and the Surveyor General, be summoned to give evidence at the next meeting, and to produce the Grants and all other papers respecting Ham Common.

[Adjourned until Friday next, at *half-past Ten* o'clock.]

FRIDAY, 21 OCTOBER, 1870.

MEMBERS PRESENT :—

Mr. Farnell in the Chair.

Mr. Moses,	Mr. Dight,
Mr. Driver,	Mr. Piddington,
Mr. Wilson,	Mr. Neale,

Mr. Tunks.

George Bowman, Esq. (*Trustee of Ham Common*), called in and examined.

Witness *produced* a list of those entitled to use the Common.

Witness withdrew.

Mr. F. W. Rutter (*who appeared on behalf of the Surveyor General*) called in and examined.

Witness *produced* various Plans of Ham Common.

Witness withdrew.

Mr. C. R. Bedwell (*Trustee of Ham Common*) called in and examined.

Witness *produced* Grant and other documents respecting Ham Common, and *handed in* Regulations and copy of Sketch of Ham Common. *Ordered* to be appended. (*Vide Appendix A 1 and A 2.*)

Witness withdrew.

Mr. J. Onus (*Trustee of Ham Common*) called in and examined.

Witness withdrew.

Committee deliberated.

Ordered,—That Mr. A. Cornwell be summoned to give evidence at the next meeting.

[Adjourned until Wednesday next, at *half-past Ten* o'clock.]

WEDNESDAY, 26 OCTOBER, 1870.

MEMBERS PRESENT :—

Mr. Farnell in the Chair.

Mr. Hill,	Mr. Moses,
Mr. Dight,	Mr. Tunks.

Mr. A. Cornwell called in and examined.

Witness withdrew.

Henry Moses, Esq., M.P., a Member of the Committee, examined in his place.

Witness *produced* a Deed of Grant of 1853, and copy of the original Grant of 1804 of Richmond Hill Common.

Committee deliberated.

Ordered,—That Mr. J. Roberts be summoned to give evidence at the next meeting.

[Adjourned until Friday next, at *half-past Ten* o'clock.]

FRIDAY, 28 OCTOBER, 1870.

MEMBERS PRESENT :—

Mr. Farnell in the Chair.

Mr. Hill,	Mr. Moses,
Mr. Dight,	Mr. Neale.

The witness summoned for this day did not attend.

Committee deliberated, and decided to meet at *half-past Ten* o'clock on Wednesday next, then to consider Report.

[Adjourned accordingly.]

WEDNESDAY,

WEDNESDAY, 2 NOVEMBER, 1870.

MEMBERS PRESENT :—

Mr. Farnell in the Chair.

Mr. Moses,

Mr. Dight,

Mr. Piddington.

Committee deliberated.

Bill considered.

Preamble postponed.

Clause 1 read and *agreed to*.

Clause 2 read, amended* (*on motion of Mr. Moses*), and *agreed to*.

Schedule read and *agreed to*.

Preamble read and *agreed to*.

Title read, amended* (*on motion of Mr. Moses*), and *agreed to*.

Bill, as amended, *agreed to*.

Chairman submitted Draft Report.

Same read and *agreed to*.

Chairman to report to the House.

* *Vide* Schedule of Amendments.

SCHEDULE OF AMENDMENTS.

Title. *Omit* " Richmond Hill or "
 Page 2, clause 2, line 16. *After* the word " district" *insert* " formerly known as" *Omit* the word
 " of" before Richmond.
 " " lines 18 and 19. *Omit* " and rules and regulations made"

LIST OF WITNESSES.

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1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON THE

HAM COMMON RESUMPTION BILL.

FRIDAY, 21 OCTOBER, 1870.

Present:—

MR. DIGHT,	MR. NEALE,
MR. DRIVER,	MR. PIDDINGTON,
MR. FARNELL,	MR. TUNKS,
MR. MOSES,	MR. WILSON.

JAMES SQUIRE FARNELL, ESQ., IN THE CHAIR.

George Bowman, Esq., called in and examined:—

1. *Chairman.*] You are aware that a Bill has been referred to this Committee, "to authorize the resump- Gt. Bowman,
Esq.
tion and rededication of Richmond Hill or Ham Common"? Yes.
2. You were formerly a Trustee —? Yes, from 1838 to 1860.
3. Trustee of what Common? What is commonly called Ham Common or Richmond Common. 21 Oct., 1870.
4. Were you a Trustee under the original grant? No. When the second grant was given, the original grant by Governor Macquarie was cancelled.
5. In what year was it cancelled? That I could not tell exactly.
6. However, you became a Trustee under the new deed? Yes.
7. About what year was that? That was in 1838. Upon my ceasing to be a Trustee, I gave up all deeds and documents connected with it to the other Trustee, Mr. Abraham Cornwell.
8. When you were a Trustee, whom did you admit as having rights to this Common? I can show you a list which I procured to guide me when I was Trustee. (*Produced.*) These are the names of the original grantees of the land, the occupiers of which were entitled to commonage rights.
9. *Mr. Driver.*] From whom did you obtain this? I copied it from some document; I think from the original deed, or from the office; I am not positive.
10. *Chairman.*] During the time you were Trustee, did you admit the rights of the inhabitants of Windsor to the use of this Common? Yes. There was a list made out of the names of the parties, and the number of stock they were allowed to run, according to the quantity of land they held.
11. *Mr. Dight.*] Was any objection ever made by your colleagues to admitting Windsor? Not that I am aware of; I do not recollect any.
12. *Chairman.*] Are you aware that the deed under which you were a Trustee recites that this Common, now known as Richmond Hill or Ham Common, was given to the inhabitants of the township of Richmond? The original deed was issued before there was any town of either Richmond or Windsor. Windsor was then called Green Hills, and there was no Richmond Township. It was after the heavy floods that we got the Governor to appropriate part of the Common for a township, and at the same time the Government bought

- G. Bowman, Esq. bought a piece of land from the late Nicholas Bayly, and ten acres from my uncle, for the same purpose. That was before the new deed was made out.
- 21 Oct., 1870. 13. Among the names in the list you have produced to the Committee are there not persons who reside at Windsor? Yes, both Richmond and Windsor.
14. *Mr. Moses.*] And the surrounding district? Only on the boundaries of the Common.
15. Farmers residing on the Richmond and Windsor side of the Hawkesbury? Yes.*
16. *Chairman.*] Have you ever seen the original grant, or a copy of it? I think I saw a copy of it, but it is many years ago.
17. Are you aware that the original grant gives this Common "to the settlers and cultivators holding grants or leases within the district of Richmond Hill"? It was all called Richmond Hill then on this side the river, that is, above Windsor, which was called the Green Hills. Most of what is now the town of Windsor was private property, having been originally granted to some of the farmers whose names appear in this list.
18. *Mr. Moses.*] Then Windsor is actually upon some of those farms? Yes.† Mr. Bayly got a thousand acres for his hundred, and my uncle got a hundred acres for his ten. Bayly Park was a portion of the land given for the site of Richmond Township.
19. Could you give us any idea of what constituted the Richmond Hill District, as it was then called? I believe it extended from Windsor to nearly opposite the Grose, to Yellow Mundy, and from thence in a line to South Creek, and thence to Windsor; but the names have been altered of late years. You must understand that I was very young, perhaps not more than four or five years old when I went up there first. I think it was in 1799.‡
20. *Chairman.*] Did you know a place called Mulgrave Place at that time? Not by that name; but I know where it is now.
21. Could you tell the extent of Mulgrave Place? No. There was a portion of land granted for a Common over there; but that, I always understood, was for the people on the eastern side of the South Creek. It was commonly called the Windsor Common.
22. Do you know anything about another portion of land, six hundred acres, having been granted as a Common? Yes, that is what I am speaking of; it was granted to the farmers on the eastern side of the South Creek. It is within one farm of the railway station now, at Mulgrave Place.
23. Was that during the time you were a Trustee? No, that was many years ago, when the first grant was made; I think in 1804.
24. Did these 600 acres ever form part of the Richmond Hill District Common? No, I never heard of it until within the last month.
25. Under the law regulating Commons, the Trustees are bound to make out lists and expose them at the Police Court, showing the names of the persons entitled to the use of the Common. Was that ever done in your time? I cannot speak to that point. If that is the law I know I must have done it, because I always endeavoured to act up to the law. Whatever was required to be done by the law I did.
26. I suppose the population in the neighbourhood of the Common has increased very considerably? Yes. When I went there first there were not twenty people§ there.
27. I suppose there are more persons now entitled to the use of this Common than when you were a Trustee and made out this list? No, I think all these farms were granted before that.
28. The occupants of these farms would be entitled to the use of the Common? Yes, the present occupiers of the land; the original grantees are all gone. The Common was granted to the land as a Common to graze stock upon.
29. Are there now more persons entitled to the use of the Common than the number included in the list you have produced? I do not think so.
30. Have not the inhabitants increased in number? Their families may have increased, but not the land.
31. The land may have been divided? No, I do not think so, to any extent.
32. Did the Trustees ever have the boundaries of this Common defined while you were acting? Yes, I had it surveyed myself, and Mr. Cornwell has the chart that was made of it; at least I gave it to him when I gave up the documents.
33. I suppose you never had the original-district of Richmond Hill defined? No, it was a sort of casual name, Richmond Hill, when people went up there first.
34. *Mr. Piddington.*] I find from a copy of the original deed of grant, dated August, 1804, that the land was granted to John Bowman, Andrew Thompson, William Minchin, Edward Luttrell, and Edward|| Cox. Do you recollect the name of Andrew Thompson, and where he resided? Yes, he resided in Windsor.
35. Is not the fact that he was one of the Trustees under the original grant a kind of collateral proof that the people of Windsor were entitled to commonage rights? Yes; and they always kept a Windsor man on the Trust until lately.
36. As far as your knowledge goes, the Ham Common, extending from Yellow Mundy in one direction to South Creek in another, was granted for the use of the inhabitants of Richmond and Windsor in common? Yes.
37. *Mr. Moses.*] Who were your co-Trustees under the new grant? Abraham Cornwell, and I think William Cox and Robert Fitzgerald. Abraham Cornwell was appointed, I think, after the death of William Cox, but Robert Fitzgerald was a Trustee as long as I was.
38. Had he any land in the township of Richmond? He might have had.

39.

* ADDED (on revision):—Taking in the whole of the district or parishes of St. Matthew and Ham Common, between the Hawkesbury River from Windsor to near the junction of the Grose River, and thence crossing Yellow Mundy's Lagoon, near Minchin's farm, and a continued direct line thence to McCarty's farm on the western side of the South Creek, and by that creek to its junction with the Hawkesbury River, and by that river upwards to the commencement of that boundary; the whole of this space of country being entitled to commonage or Ham Common.

† ADDED (on revision):—And Richmond Town also, which is on Bayly's 100 acres, and 10 acres of Giles' farms, as well as some part of the old Common.

‡ NOTE (on revision):—I should have stated that I was not more than five or six years old, and that it was in 1800, not 1799, and of course could not recollect much.

§ Revised:—Families.

|| NOTE (on revision):—The name of one of the Trustees should be "William," not "Edward" Cox, who was the only survivor of the original Trustees.

39. I suppose the object of selecting him was to represent the people of St. Matthew's? I suppose it was.
 40. Do you recollect, in your time, that a man used to collect the town herd and take them on the Common to graze? There used to be town-herds both in Richmond and Windsor,* but I cannot recollect the man's name.

G. Bowman,
Esq.

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41. There was a town-herd from Windsor? Yes.

42. *Mr. Dight.*] You said the old grant was cancelled—Do you know why? In the first place, we understood, when Commissioner Bigge came here, that the Government had omitted to make provision for the Church by giving a grant of land as usual, and the people agreed to give 400 acres of the Common for a Glebe; and then, from what cause I cannot tell, the Government cancelled the deed. Some years afterwards the Government wrote to the surviving Trustee that, if the people would make up the Trust a new deed would be issued; upon which a meeting was called in Windsor, and fresh Trustees were nominated to make up the number. I was appointed that day, and I think Mr. Fitzgerald and Mr. Cox.

43. *Mr. Driver.*] Mr. Fitzgerald was at that time a resident of Windsor? Yes.

44. Have not the rights of the people of Windsor always been recognized until recently? I always thought they were.

45. The inhabitants of Windsor have an equal right with those of Richmond? Yes, in proportion to their property.

46. Do you consider it proper that Parliament should interfere in this matter to settle and determine the rights of both parties? I think it would be as well to determine their rights. I never knew of any dispute until lately.

47. Do you know what has caused the dispute? No.

48. *Mr. Tunks.*] Are Richmond Hill Common and Ham Common identical, or are there two Commons in the neighbourhood, one called Richmond Hill Common and the other Ham Common? There are two, but they are not in the same county. What is called Richmond Hill Common now I never knew by that name formerly.

49. Will you point it out on the plan? (*The witness did so.*)

50. Are these two places delineated on Bishop's Map of the County of Cumberland identical? The Common as there marked does not include the portion towards Windsor; that only takes up one portion of it; it should go to the South Creek.

51. In your view Richmond Hill and Ham Common originally joined? No, I never knew they joined; the South Creek and a lot of farms are between them. They could not cross the creek, and therefore that piece of land on the other side was granted for the use of the people on the eastern side of the South Creek.

52. You have spoken of Windsor and Richmond—These are towns now? Yes, but they were not known when the Common was originally granted; the name of Windsor was unknown when I went there.

53. In that view, this dedication originally could not have been to the town of Windsor or the town of Richmond? No; it was to the farms of the district.

54. Are you aware whether Richmond or Windsor was proclaimed in any way under the Towns Police Act or otherwise, to justify their being called towns? Yes, I believe they were. Richmond was proclaimed not many years ago.

55. Was any action ever taken to declare who were commoners in this district? No, I never heard of it.

56. You were a Trustee? Yes.

57. Did the Trustees ever keep any record of their transactions as Trustees? Yes, I did. I gave the documents up to Mr. Cornwell when he succeeded me, excepting that paper (*the list produced*), which I considered a private paper, having copied it myself.

58. There is a large quantity of land in the neighbourhood dedicated as a Common to Pitt Town? Yes.

59. Can you give any idea of the extent of that land? No.

60. On the map it looks large in proportion to the farms in the neighbourhood—in your opinion? I have not looked at it.

61. You know the district well? Yes.

62. Is there any use for this Common called Ham or Richmond Hill Common? To graze our cattle on, to get our timber from, and in flood-time for the people to come on to from the low lands.

63. Have they access to it at all times? If they start in time. They bring their stock first, and if they stop later they are brought up in boats.

64. Is much of it good land? No, it is grazing land chiefly.

65. Not fit for agriculture? By improving it as they do in England you might make anything of it, but it is not rich land like the Hawkesbury Flats. It is good forest land—good grazing land.

66. *Chairman.*] Have you ever heard lately that the Government proposed to sell a portion of this Common? I did not hear that the Government proposed it, but I heard that our Member had brought in a Bill to enable them to sell it.

67. I think you are under a mistake. Mr. Moses never brought in such a Bill, but the Government themselves had the Common surveyed? Yes, it has been surveyed several times. It cost me £25 out of my own pocket.

68. Did your survey commence from the north-west corner of John Smith's grant? That I could not tell without I saw the chart.

69. Did you accompany the surveyors at the time the land was surveyed? No.

70. You said something about Commissioner Bigge? Yes, he called a meeting of the inhabitants, and stated to them—(I was not there, but my father was)—that the Government had done wrong by not making a provision for the Church, and he advised the inhabitants to give 400 acres of the Common for a Glebe for the Church.

71. You are aware that the original grant was 5,100 acres? Yes, it was so stated in the deed; but it must have been much more, for after taking 400 acres for the Glebe it was stated to be 6,006 acres. At that time most of the town of Windsor was private property; a very small portion of it was Government property; and the names of the owners of the farms are in that list.

72. Are you aware that the original Common granted to the inhabitants of the Richmond Hill district crossed the South Creek, and took in a portion of it? No, it never did.

73.

* NOTE (*on revision*):—These cattle were the milkers of the townspeople of both Richmond and Windsor, and herded for the sake of having them brought home every night for milking. Their other cattle were allowed to go at large on the Common.

- G. Bowman, Esq. 73. I will just call your attention to the description in the original grant: on the south side of the Hawkesbury River, and on both sides of the South Creek to the Hawkesbury River Road? We never knew that; at least I did not.
- 21 Oct., 1870. 74. By the grant under which you yourself acted as a Trustee—the second grant—it appears that this Common was allotted to the use of the “settlers, cultivators, and other inhabitants of the township of Richmond, in the parishes of Saint Matthew and Ham”? Yes, that takes in both places, Windsor and Richmond.
75. The “township of Richmond” would not include Windsor? No, but the parish of Saint Matthew does; it is the same thing as Windsor.
76. *Mr. Moses.*] Is the township of Richmond in the parish of Saint Matthew? No, it is in the parish of Ham.
77. The township of Richmond is not within some distance of the parish of St. Matthew? No.
78. Do you think that, if the words of this grant do not include Windsor, it would be right to bring in a Bill for the purpose of altering the terms of the deed, in order that it should include the inhabitants of Windsor? Yes, they have as much right to it as Richmond.
79. Do you consider Ham Common situated in the township of Richmond? No, but Richmond is situated in Ham Common. How could a little township of 150 acres take in 6,000 acres?

Mr. Frederick William Rutter called in and examined:—

- Mr. F. W. Rutter. 80. *Chairman.*] What are you? Draughtsman in the Survey Office.
81. Have you any plan of the original district of Richmond Hill? Yes, several. This is Galloway's plan of Ham Common, catalogued H 1319. (*Produced.*)
- 21 Oct., 1870. 82. *Mr. Dight.*] Are there any farms cutting it off from South Creek? It does not go to South Creek; there are some farms between the boundary of the Common and South Creek.
83. *Chairman.*] Was this Common, as delineated on this map, originally known as Ham Common? Yes.
84. Could you tell us which is the district of Richmond Hill? I shall have to refer you to another plan for that. (*Plan produced.*) This is a very old plan indeed. A part of the parish of Ham Common was known as Richmond Hill.
85. Were there any parishes at that time at all? Not when this plan was made.
86. Are you aware that that Common was granted to the original district of Richmond Hill? I know that is the expression used; it must have been intended to apply to the whole of it.
87. Then all the persons residing in what was called the Richmond Hill district are entitled to the use of this Ham Common? Yes. The Common is marked as extending beyond what is here marked as Richmond Hill, into other districts, such as Green Hills.
88. *Mr. Tunks.*] What do you call these 600 acres? That is called Richmond Hill Common, as distinguished from Ham Common.
89. *Chairman.*] It never was part and parcel of Ham Common? No, it does not appear so here; it appears quite distinct; the area would not admit of it. There are farms on either side of South Creek intervening.
90. That is called the Richmond Hill Common? Yes, and so gazetted.
91. Then if Ham Common was called by the name of Richmond Hill, it would not be a correct designation? No, because Richmond Hill applies to this smaller one of 608 acres 3 roods.
92. *Mr. Tunks.*] What is the date of this plan? It is a very old plan, most likely in Governor Macquarie's time; because I find that an engraving of it was published in London, for the proprietors, J. Burr and G. Ballisat, who dedicated it to Admiral King, late Governor of New South Wales, on 22nd November, 1814.
93. *Chairman.*] Do you know the place now known as the township of Windsor? Yes.
94. The inhabitants of the town of Windsor and surrounding district, or the persons residing in the vicinity, would be entitled to the use of this Ham Common? Yes, those who have land fronting it. The use of the name Richmond Hill appears to have been very confused in the old grants. I have seen farms on the Cook side of the river called Richmond Hill, and farms on this side also called Richmond Hill.
95. *Mr. Tunks.*] There is a large Common on the other side? Yes, later known as Wilberforce.
96. *Chairman.*] You are aware that the original grant issued in 1804 was said to contain 5,100 acres? Yes.
97. But I suppose it was not very accurately measured? No. It is called 5,130 in this plan.
98. It has been given in evidence that the original grant was cancelled, and 400 acres taken out of the Common and given to the Church, and that now the grant measures 6,006 acres by more recent and accurate measurement? Yes.
99. Has there been any proposition by the Government to sell any portion of this Common? In Mr. Wilson's time, March, 1867, he issued instructions to Mr. Surveyor Henderson, who sent in a plan showing what land he proposed to attach to Windsor and what to Richmond, and the remainder to be sold. Mr. Henderson suggested that 1,425 acres out of the Ham Common of 6,006 acres should be set apart for Windsor, 2,193 acres for Richmond, and that the balance, 2,178 acres, should be sold. This plan is registered 67/5178 S.G.
100. Could you prepare for the Committee a small plan showing the original district of Richmond Hill, and the persons entitled to the use of this Common, in accordance with the old plan you have referred to? Yes, that could be done; but I would remark that the district of Richmond Hill, as shown here, was not adhered to wholly, because they describe farms situated on the other side the river, and all about there, as Richmond Hill. The Survey Office itself did not appear to have determined at that time what was properly the district of Richmond Hill.
101. *Mr. Tunks.*] This plan, Bishop's Map of Cumberland, was compiled from the maps in your office? Yes, but it is not official.
102. Would districts immediately abutting on the Common be regarded in the office as having commonage rights? Yes, I should think so.
103. *Mr. Moses.*] Are you aware that the Common now known as Richmond Hill is granted to Trustees? Yes,

Yes, a new grant was made out for it in 1853, but the boundaries were notified in the *Gazette* three years prior.

Mr. F. W.
Rutter.

104. *Mr. Tunks.*] By any means did these two Commons, Richmond Hill and Ham Common, ever connect together? No.

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105. Therefore the two Commons are entirely distinct? Yes, and always were so.

106. *Chairman.*] Then it is a misnomer to call Ham Common Richmond Hill Common? The office may not be correct; one might be called Richmond Hill equally as well as the other, because there was nothing definite in the office.

107. If the grant of 1851 says that this Common is for the use of the settlers, cultivators, and other inhabitants of the township of Richmond, in the parishes of St. Matthew and Ham, in the county of Cumberland, would that include the people of Windsor? I should think not.

108. *Mr. Tunks.*] What sense do you use the term "township" in? I should say the term township applied to blocks of land upwards of 640 acres. When the Hunter was first cut up by Mr. Dangar, he called townships large areas of land, because it was the intention to create townships in these large blocks.

109. That is the American sense of the term township? Yes.

110. Townships are now known as land dedicated for a town, or what we call towns under certain Acts of Parliament? Yes.

111. *Mr. Moses.*] Do you think the word district would have been more correct than the word township in this case? District of Richmond and Windsor would have been more correct. In 1851 I do not think they had regular description writers as they have now, and the descriptions were often very loose.

112. *Chairman.*] This deed of 1851 you think only gives the use of the Common to the inhabitants of Richmond? And those who have land fronting the Common. It may have been, and doubtless was, a mere clerical error that it did not include Windsor.

Mr. Crawford Robert Bedwell called in and examined:—

113. *Chairman.*] Where do you reside? At Richmond.

Mr. C. R.
Bedwell.

114. You are a Trustee of Ham Common? Yes.

115. Under what grant are you a Trustee? Under a deed dated 30th September, 1851.

116. Have you that deed with you? I have. (*Deed of grant produced.*)

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117. Do you know what became of the original grant of 1804? No.

118. Who is entitled to commonage rights under the grant under which you now act? There are no actual persons or places defined by the deed as entitled to commonage, but we have given a commonage right to persons within the area extending from the Cornwallis to the boundary of the Castlereagh District, Yellow Mundy.

119. Are you aware that the grant under which you act states that the Common is for the use of the settlers, cultivators, and other inhabitants of the township of Richmond? Yes.

120. What is the extent of the township of Richmond? I do not know exactly what the boundaries of the township of Richmond are, but I believe it includes about 300 acres.

121. In terms of this grant, only the persons residing on these 300 acres are entitled to the use of the Common? That I cannot say; I have not a legal opinion on the matter. I have read this clause in the deed granting it to the inhabitants of the "township of Richmond, in the parishes of Saint Matthew and Ham."

122. *Mr. Tunks.*] Did you ever take the trouble to define what the term township means? No. In fact we have only just been able to organize the business of the Trust. I was appointed in October last year, and one thing or other has delayed the action of the Trust, and we have not got the thing into working order. This deed has been under the consideration of the Trustees during the last month, more so than ever it was before, and we have forwarded it to Sydney for a barrister's opinion upon this very point on which you are now questioning me.

123. Have you got that opinion? Not yet.

124. Are the people of Richmond now standing on their supposed rights in terms of that grant—Is there not a feeling not to allow the Windsor people to have the use of this Common equally with themselves? Yes, there is a decided objection on the part of the inhabitants, and by the Trustees also. The Trustees decidedly object to give a right to the township of Windsor, because they are possessed of a Common already.

125. Do you as a Trustee deny the right of the Windsor people to this Common? Yes, of the inhabitants of Windsor township, but of no one else—not of the cultivators or settlers in the low lands.

126. Do you know what was the intention of the original grant of 1804? No, I have never read a copy of it; I saw Mr. Moses with what I was given to understand was a copy of the original grant.

127. Do I understand you to say that the Trustees now are going to strictly act upon the terms of the grant, and only allow the inhabitants of the township of Richmond to use the Common? No, that is not the intention. Our new regulations have allowed the use of it to the whole of the occupiers of the flooded lands from Rickaby's Creek and the Cornwallis to the boundary of the Castlereagh.

128. How can you do that in terms of the grant, which says it is only for the inhabitants of Richmond? We have done it all throughout, and so have the previous Trustees also. We are given to understand that the previous Trustees extended the right to the people of Windsor, under the 1851 grant. Mr. Robert Fitzgerald was one of the Trustees who was supposed to be acting for Windsor when they gave that privilege.

129. You say the Windsor people have a Common—Where is it situated? If you will allow me, I will read the authority which I have on the matter. (*Letter from the Acting Surveyor General to the Colonial Secretary, dated 18 April, 1828, read.*) That is the information which I have upon the Windsor Common being granted as a Common.

130. There is nothing in that document which prevents the Windsor people from using Ham Common? No; the only thing is that, relying on the truth of this document, the Windsor people are already possessed of a Common, and the Trustees knowing that fact deny them the right to two Commons.

- Mr. C. R. Bedwell.
- 21 Oct., 1870.
131. *Mr. Driver.*] When did that fact or supposed fact first come to the knowledge of the Trustees? This has been in the possession of some of the Trustees since it was written, but it has only recently been brought to their attention.
132. *Chairman.*] That document itself may be incorrect? It may be.
133. *Mr. Tunks.*] Are there 600 acres of land in that neighbourhood? I believe there are 600 and odd acres at the place this seems to indicate, on M'Grath's Hill.
134. *Chairman.*] I think you stated that you allow persons other than those residing in the township of Richmond to use this Common? Yes.
135. Does the grant allow you to do that? We have never inquired into that question until recently; that is the question we have asked a legal opinion upon.
136. Are you aware for whose benefit the Common was reserved when the original grant was issued? No.
137. Do you not think the spirit and intention of the original grant should be carried out in reference to this Ham Common? Yes, although I cannot fully admit that, as I do not know what the intention of that grant was.
138. The only objection you have to the people of Windsor using Ham Common is that they have a Common of their own? Yes, that is just the one point; there is no other objection whatever.
139. *Mr. Moses.*] Is your chief objection to the Bill at present before this Committee that if the Common is resumed it will not be rededicated? No, I have no such objection.
140. Did you not put it to the meeting at Richmond, the other night, that if the Government once got possession of this Common they would turn it into bank notes? Yes, I did.
141. Was that not your chief objection at that meeting? It was not my chief objection.
142. *Mr. Driver.*] Did you not make the same objection to myself? Yes.*
143. And urge it as your chief objection? No.
144. *Mr. Moses.*] If this Common was granted for the use of the settlers, cultivators, and other inhabitants of the town of Richmond, do you not think you exceeded your powers by going outside the township? That is a thing I cannot answer.
145. Did you not admit, the other evening, that you had had advice to the effect that you had exceeded your powers? I told you from what I could learn we had exceeded our powers.
146. You say a Common has been given to Windsor already? Yes.
147. Do you know who are the Trustees? No.
148. Do you know that any persons in the town of Windsor take advantage of that Common? I do not.
149. Do you know whether they have any rights? I do not.
150. How do you know it was given to the people of Windsor? The only information I have is this document from the Surveyor General's Office, stating that such is the case. I have been told that Mr. Betts was appointed to act as Trustee for that particular Common by the Windsor people.
151. You have stated to the Committee that you have given rights of commonage to the farmers up to Rickaby's Creek and the Cornwallis—When did you make them aware of that? We never made them individually aware of the fact, because they have not come to ask. The only man who came to ask about it was George Bather.
152. What are those posters you had prepared to put on the Common the other day—notice to persons trespassing? Those are calling upon commoners to register their stock, and comply in all other respects with the rules. I have not a copy of that notice here now. The only caution as to trespass is to drovers of cattle from a distance, that their leaving the main road would be considered trespass—that, it being a private Trust, they have not the privilege they would have on Crown Lands.
153. You are aware that persons in the Cornwallis District have been deprived of rights of commonage? I am not aware of it.
154. Do you not know that some of their stock were impounded and sold off the Common in 1868? I have heard it, but I do not know it for a fact. Not one of the men has ever told me so, that were said to have had their stock impounded.
155. *Mr. Tunks.*] You say you have lately taken steps to ascertain the opinion of counsel in this matter, but you have not received that opinion yet? No.
156. In the event of your being advised in any particular way, you are willing to carry out the law? We are desirous of doing so. I might say that the Trustees have given this matter considerable consideration, and they forwarded the deed to Sydney for the opinion of Sir James Martin, or some other eminent barrister, and if necessary they were prepared to request our Member to introduce a Bill to give a new grant.
157. Is it within your knowledge that the Government have had this Common surveyed with a view to dividing it between Windsor and Richmond, and selling a large quantity of it? It is not within my knowledge; I have heard that there was such a project.
158. Have any minutes of the proceedings of previous Trustees come into your possession? No, except minutes of resolutions at annual meetings and meetings for the appointment of Trustees. No minutes appear to have been kept of the Trustees' own work.
159. No minutes of the Trustees' doings with a view to settle the rights of the commoners? No.
160. Do I understand you to say that since you have been in the Trust there has been no effort to define the rights of the commoners? The effort has been made; we have been making an effort to give the right to all the persons occupying the low lands, and the question arose whether we were not limited by the deed.
161. When you speak of a township, will you state to the Committee the sense in which you use the word township? Just the area comprised in the resident part of the locality; that is not including the farmers' land.
162. Is Richmond proclaimed under the Country Towns Police Act? Yes.
163. And Windsor too? I believe so.
164. Is this Common of any use to the people of the neighbourhood? The fact is, it is the one thing necessary; without it the low lands would be worthless.
165. It is a place where the people can take refuge in flood-times? Yes, it is the only place either for themselves or their stock.
166. *Mr. Driver.*] Does that apply to the people of the town? No, they are on high land.

167. Is it only in case of floods you would let the lowlanders have it? I would always let them have it.
168. *Chairman.*] If I understand you, you do not agree with the restrictions in the grant? I do not, if it is the case that our action is limited to the township. We have never acted upon that.
169. Then why do you object to a Bill for the resumption of the Common in order that a grant may be issued giving these persons their rights? The great objection I have to the Bill is its giving the Windsor townspeople the right to the Common, as they have a Common already.
170. Are you aware that the Bill will give the right to the whole of the persons in the Richmond Hill district? That is going further again.
171. Then you want to limit it? Yes, I would limit it to the lowlanders from the points I have named.
172. You think it would be too limited to give it only to the township of Richmond? Yes.
173. Have you been elected a Trustee? I was elected by the people, but after a long lapse of time, as it became questionable whether the election would come to anything, I received a letter of appointment from the Government, which was mentioned in the *Gazette*.
174. Is there much timber on the Common? Yes.
175. Have they sold much? Not that I am aware of. People make use of it under their right.
176. *Mr. Moses.*] According to your Trust, have you any right to take stock in for agistment? That is a question. It has been done according to the by-laws.
177. Have you charged the lowlanders agistment for their stock grazing on the Common? Not during my time.
178. Has it been done before your time? It has been done when they exceeded the number allowed by the regulations.
179. If it could be shown that Windsor has no right to any other Common but Ham Common, would you then admit their right to it? I should at once acknowledge it.
180. *Mr. Tunks.*] Have you any objection to append to your evidence the Regulations published by the Trustees with regard to the use of the Common? I have brought a copy with me for that purpose. [*Handed in. Appendix A 1.*]
181. The grant specifies that it gives commonage rights to persons who had received grants up to that date—Have you any objection to put in that list also? I have not. [*Handed in. Appendix A 2.*]

Mr. C. R.
Bedwell.

21 Oct., 1870.

Mr. Joseph Onus called in and examined:—

182. *Chairman.*] You are one of the Trustees of Ham Common? Yes.
183. How long have you been a Trustee? Six years next month.
184. How many Trustees are there now? Three.
185. Are you aware that a Bill has been introduced into the Assembly and referred to this Committee, for the purpose of resuming Ham Common and rededicating it? Yes.
186. Do you understand the nature of that Bill? Yes.
187. Have you any objection to that Bill? Yes.
188. What is the nature of your objection? I do not consider that the Windsor people have any right to it at all. They have a Common of 600 acres, and they do not make use of it; they allow one man to use it for them.
189. I suppose you have seen the grant under which you act? Yes, but I have never overhauled it.
190. Do you know who has the right to use the Common under that grant? I know Richmond has.
191. Is it not granted to the inhabitants of the township of Richmond? Yes.
192. Do any other persons use the Common besides the townspeople of Richmond? Yes.
193. Who else? The people on the river.
194. Are they entitled to use it, in terms of the grant? I never read the grant.
195. If the Trust says that this Common is for the use of the people of the township of Richmond, and the Trustees allow other persons to use it, they must be acting illegally? I think the Trustees can allow other persons to use it.
196. Under what authority? Under the deed.
197. You object to the Common being resumed for rededication, because the Bill would give the right of commonage to the inhabitants of Windsor? Yes, I do not think they have a right to have it.
198. I suppose you are not aware whether the inhabitants of Windsor have a right or not? I do not think they have.
199. You are a very old inhabitant of the district, are you not? Yes.
200. Do you know the original district of Richmond Hill? No, I do not know how far it goes.
201. You are not aware that Windsor was included in the Richmond Hill district? I have heard them say it was.
202. Are you aware that the original grant gave the Common to the people of the Richmond Hill district? I never saw it.
203. *Mr. Driver.*] You have been a Trustee for six years? Yes.
204. How many meetings have you attended during that time? Whenever a meeting has been called I have attended.
205. For the first four years after being appointed, how many did you attend? Whenever a meeting was called I attended.
206. About how often were meetings called? I could not tell you. There might have been a meeting called in two years, or there might have been a meeting called in twelve months.
207. During that time have you taken any steps to ascertain your real position as a Trustee, under this deed? I never read the deed.
208. Have you taken any steps to ascertain your correct position under it? No, except what Mr. Cornwall tells me; he has always had the deed.
209. And you trusted to everything he told you? About the deed. He never let the deed go out of his hands.
210. When you were originally appointed, did not the people of Windsor run their stock on this Common? No more than what they do now,

Mr. J. Onus.

21 Oct., 1870.

- Mr. J. Onus. 211. Did they, when you were originally appointed, use this Common? Yes, much the same as they do now; they run on it now, and they ran on it then.
- 21 Oct., 1870. 212. Have objections been made to their doing so? It is some time since now.
213. How long since? It might be eighteen months or two years.
214. Who first raised the objection? That I cannot tell you.
215. What objections were urged? That the Windsor people had no right to it.
216. Were any steps taken at that time to ascertain their rights? They had a meeting about it.
217. Did the people of Richmond apply to the Government in any way? I think not.
218. You never heard of any steps being taken by the people of Richmond to ascertain their position, or the powers and duties of the Trustees, or their own rights as commoners? No.
219. Have the Trustees made any rules for the management of the place? Yes.
220. When? I cannot rightly say when.
221. About how long ago? There have been two sets of rules since I have been in.
222. When were they prepared? It might be three or four years since, one set.
223. Have they been acted upon? Yes, the first set, not the second.
224. Have you made any charge for agistment? Yes.
225. Upon whom? On several people.
226. Have you charged the lowlanders for agistment of their cattle? I think either one or two men pay?
227. You have made a charge? I do not know whether Mr. Cornwell did. I never kept the books; Mr. Cornwell did.
228. Has he rendered any accounts? I never saw his books.
229. Was a minute book kept of the proceedings of the Trustees? I do not know.
230. You never saw one? No.
231. You simply did not consider it right that the people of Windsor should be allowed to use this Common? No. They have one of their own, which they let another man use instead of them.
232. Who is allowed to use it? Mr. M'Quade runs a flock of sheep on it, and they eat all the grass off it.
233. That is why you object to your Windsor neighbours having the use of Ham Common? I do not think they have any right to it whether or no.
234. Can you give any reason why you consider they have no right? No.
235. It simply amounts to this,—that two or three persons of influence and some obstinacy think the people of Windsor are not entitled to it? I do not think they are.
236. I say it simply amounts to that? I suppose they are as obstinate in Windsor.
237. Mr. Moses.] How long is it since you have given the people outside the township of Richmond rights to this Common? They have been running their stock on it ever since I have had anything to do with it.
238. Have you given them any rights? No.
239. If your brother Trustee has told us that you have given them rights, you and he disagree on that matter? Yes.
240. Do you remember impounding stock from the Common in 1868? Yes.
241. Did you impound stock belonging to the farmers on the lowlands? We might have impounded a few. We had a book of the stock entitled to run, and these cattle were not entered in that book, and we impounded them for that reason. If they enter them in the book they will not be impounded.
242. Was the stock sold out of the pound at that time? A portion of it.
243. Would the pound at Richmond contain all the stock? It would not hold all the horses and cattle, because we did not want to mix them.
244. Do you remember the number impounded? No.
245. Are you aware that the Trustees under this deed, previous to your appointment, allowed the right of the Windsor people to use this common? No.
246. You are aware that Mr. George Bowman, one of the Trustees, resided in Richmond, and Mr. Fitzgerald, another, resided in Windsor? Yes.
247. You are not aware that they allowed commonage rights to all persons in the district, including Windsor and the lowlands? No.
248. You have said Mr. McQuade has taken up this Common called Richmond Hill Common—Are you aware that he owns a block of land which gives him a right to that Common? Yes, but not to all of it.
249. There can be no objection to his using it? They are forced to go on to his land to get a drink of water, and he tells them that if they do so he will impound them. The consequence is that he has it all to himself.
250. Do you know that the Windsor people take advantage of that Common? I do not know what they do.
251. Do you know whether they have any right to it? Only what I saw by the paper that was read here this morning.
252. You deny the right of all people outside of Richmond to run on that Common? We give the lowlanders a right; but we have made new rules, that they shall not run beyond a certain complement.
253. Have you had advice on this matter? No, the Trustees did it themselves.
254. Did not one of your number come to Sydney last week to get advice on that matter? He brought down a document to present; that was all I knew he came for.
255. Mr. Dight.] The Trustees have made rules for the regulation of the Common and the number of stock to be run upon it? Yes.
256. Are there any provisions for allowing a greater number of stock to be run during flood-time than are ordinarily allowed by your rules? No, we never interfere; we allow them to run what they like in flood-time. We never interfere in flood-time with any person.
257. That depends upon your good nature or benevolence? Yes.
258. Mr. Tunks.] Is it within your knowledge when the first grant of this Common was made? No.
259. Supposing it to have been made in 1804, Windsor and Richmond were very different kind of places then to what they are now? Yes.
260. They were not towns in the sense they are now? No, they were not the same as they are now, at any rate.
261. Have the people of these districts increased much within the last twenty years? Yes, a good deal.

262. The cattle said to have been impounded were the cattle of persons who had not complied with the regulations of the Trustees? Yes. Mr. J. Onus.
263. Is it within your knowledge that the Government have attempted to adjust this Common between Richmond and Windsor, and to sell a large portion of it? No, I never heard talk of any portion being sold. 21 Oct., 1870.
264. Proposed to be sold? No.
265. If any such arrangement as that has been contemplated, it has been behind the backs of the Trustees? Yes, about any part being sold; there was talk of dividing it.
266. *Mr. Driver.*] Do you not think it would be advisable to sell the whole lot of it? No; what would the people on the lowlands do with their stock in flood-time?
267. *Mr. Moses.*] Do you invite the commoners to any meetings that you hold? They can come.
268. Do you give them any notice? When there is a meeting they can come.
269. With respect to the meeting you called the other day, at which you stated that my Bill was for the purpose of the Government resuming the Common—did you invite the lowlanders to that meeting? They must have been asked, because they have the use of the Common.
270. Did you put any posters outside of the town of Richmond? I do not know where they were posted.
271. *Mr. Tunks.*] Have the Trustees any funds in their possession to enable them to give the necessary publicity? They have not much; only about £5 or £6 a year from agistment for extra stock over the complement allowed by the regulations.
272. *Chairman.*] Is the Common in debt? No, not since I have been a Trustee.
273. Is the population of Windsor equal to that of Richmond? I think it is.
274. I understand you to say that 600 acres would be sufficient for Windsor, but 6,000 acres belong to Richmond? There is only the town of Windsor for the 600 acres, but we let the lowland people run on the 6,000 acres.

WEDNESDAY, 26 OCTOBER, 1870.

Present:—

MR. DIGHT,
MR. HILL,

MR. MOSES,
MR. TUNKS.

JAMES SQUIRE FARNELL, ESQ., IN THE CHAIR.

Mr. Abraham Cornwall called in and examined:—

275. *Chairman.*] Are you a Trustee of Ham Common? Yes.
276. How long have you been so? Nearly twenty years; I was appointed a few months after the deed was issued. Mr. A. Cornwall.
277. You are one of the original Trustees under the second grant, issued in 1851? Yes. 26 Oct., 1870.
278. Have the Trustees made any rules or regulations defining the rights of commoners to the use of Ham Common? Yes, they did at that time, but they have been altered several times since.
279. Were you a party to these alterations? Yes.
280. In the first regulations, were the people of Windsor included as being entitled to the use of the Common? Yes; but some time afterwards, it was pointed out by our lawyer that they had not a right.
281. Who do the Trustees consider have a right to Ham Common under the grant? It is very hard to answer that question, because we always understood that there is another Common granted to the Windsor people. Then, if so, I cannot make that out at all, because the Windsor township was private property—three farms—and certainly they would not grant a Common to three farms. The town of Windsor is established on those farms.
282. Were these farms originally entitled to the use of the Common? I always understood that the place where the township was established was called Mulgrave; but that afterwards, on account of the river and one thing or other, they altered the site, and purchased this private land for the township.
283. Would not the owners of these grants of land that you speak of be entitled to the use of Ham Common? I should say those farms would be entitled to that Common.
284. You are now speaking of Ham Common? No, I am speaking of the Common that we always understood was the Windsor Common—that these three farms should be entitled to that.
285. *Mr. Moses.*] The little Common? Yes. That Common is said to be the Windsor Common.
286. *Chairman.*] Do you know a place in the district known originally as Mulgrave Place? No, I cannot say I do.
287. You do not know whether the present town of Windsor is situated in the place originally called Mulgrave Place? No.
288. To what particular district does the present grant under which you act give the right of commonage? It is stated in the deed—Saint Matthew and Ham.
289. I think you are under a mistake. It states that the Common is situated in the parishes of Saint Matthew and Ham? Yes, that is it.
290. Does not the grant give the right of commonage to the township of Richmond? Yes, and to the lowlands.
291. The grant does not say anything about the lowlands? I take it that the reason the Common was first granted was for the safety of the people on the lowlands. It was then the main granary of the Colony, and the Government had a right to look to that, of course.
292. The grant under which you act states that it is allotted as Common land for the settlers, cultivators, and other inhabitants of the township of Richmond? There may be an error there for what I know; but many of the cultivators of the lowlands live in the township.
293. Do you, as a Trustee, allow persons other than those residing in the township of Richmond to use this Common? Yes, we have done so.

- Mr. A. Cornwell. 294. *Mr. Tunks.*] What do you regard as the meaning of the word township? I mean the village of Richmond.
295. *Mr. Hill.*] Not including the cultivated lands? No.
- 26 Oct., 1870. 296. *Chairman.*] Who do the Trustees allow now to use this Common? We allow the lowlanders to use it, so far as is consistent with the boundaries of the Common, since the mistake has been found out.
297. Since which mistake? Since they found out that it did not belong to Windsor and Richmond—that it belonged to Richmond, and that Windsor had its own Common.
298. How did you discover that? I have already stated it was our lawyer found that out.
299. Have you not very recently, in conjunction with the other Trustees, sought legal advice from a barrister? No, I have had nothing to do with it.
300. Do you know whether it has been done? It might have been.
301. One of the Trustees has given it in evidence that a case was submitted to counsel for an opinion as to whether the people of Windsor were entitled to the use of this Common? I heard that that was done, and I believe it was.
302. You exclude the people of Windsor now from the use of this Common? Yes. You see I am only a Trustee, and if a thing is put into my hand I cannot let it go out of my hand. I should have had no objection to let it go as it has done, for the Windsor people have had the use of the Common all along as much as we have. The other side of the Chain of Ponds is of very little use to us; it is only a depôt for cattle-stealers and so on.
303. If this grant only gives the right of commonage to the residents of the township of Richmond, how is it the Trustees allow the persons on the lowlands to use this Common—they are not in the township? I cannot think that that was the meaning. It is an unreasonable thing to say that the poor people should be allowed to perish with all their goods and property on the lowlands in time of flood. It was stated that we impounded their cattle in time of flood, but that was wrong altogether, because, so far from that, any one would give them a paddock in a moment for their cattle, let alone putting them on the Common.
304. Is it in accordance with the terms of the grant to allow them to use the Common? I cannot say that.
305. Do you know anything about the original grant issued in 1804? No.
306. I understand you object to the people of Windsor having the use of Ham Common on the ground that they have a Common of their own, namely, Richmond Hill Common? Yes, that is all that I can say.
307. If they are not entitled to Richmond Hill Common, would you think they were entitled to use Ham Common? I should not object, as I have told them always, only that we were told by our lawyer that they have no right to it. The power is not vested in us to give it to them.
308. Do you know what constituted the original district of Richmond Hill, to which this Common was granted? No.
309. Are you aware that there was a list showing the persons entitled to use this Common originally? I am aware that it was dotted down on the chart.
310. Did you never have a list in your possession as a Trustee, showing the original grantees of land in that district who were entitled to use the Common? No further than the chart.
311. I may inform you that one of your co-Trustees has put in such a list in evidence (*Appendix A 2 shown to witness*)? These are taken off the chart, I suppose. Yes, I recollect these being on the old original chart.
312. Are any of the grants that are named there situated in the town of Windsor? Yes, here is one I see—David Langley, 330 acres. That is in the township; the house is situated on high land, and the farm adjoins the village. There are also some others.
313. Then the original intention was that the people in the township of Windsor should have the use of this Common? It was intended so then.
314. *Mr. Hill.*] Did I understand you to say they were never refused? They never were refused until lately; they had cattle on it the same as we had, until it was found out by our lawyer that they were not entitled to it. Then of course it was not right that we should betray our trust.
315. *Chairman.*] Have you seen the Bill that has been referred to this Committee, in reference to the resumption of Ham Common and its rededication? No.
316. Do you, as a Trustee, object to the resumption of this Common and its rededication to the use of the people of Windsor as well as of Richmond and the lowlands? I should like to see this made up about the other Common first.
317. If you could be satisfied that the people of Windsor were not entitled to the use of the Richmond Hill Common, you would then grant them the use of Ham Common? I should have no objection to it; but there should be some law made to divide it, because there is one part, over the Ponds, that would suit them much better than us; it joins their place, and is a very good piece of the Common, but it is not a great deal of use to us, because it wants so much looking after.
318. Are you aware that the Government proposed to grant a portion of this Common to Windsor, and a portion to Richmond, and to sell another portion of it? If they can do that they can do anything—if they can grant a thing and take it back again.
319. Are you not aware that anything can be done by Act of Parliament? I think it is a great pity that it should be so.
320. Would you be in favour of selling the Common and devoting the proceeds to the improvement of the district? No, I would not.
321. *Mr. Tunks.*] Is it fair to ask how old you are? Sixty-eight. I was born in 1802.
322. Were you born on the Hawkesbury? I was.
323. Have you been there all your life? No, I have been a good part of my time in Sydney.
324. You have had a knowledge of this place on and off during the whole of that time? Yes.
325. I suppose there was a time in your recollection when Windsor and Richmond contained very few people? Very few.
326. Have you any notion what the population was in 1804? No, I have not.
327. Has the land in that neighbourhood been much subdivided? There are farms that have been cut up and sold.
328. The township of Windsor, for instance? Yes, there were three farms where the township is established, and there are others adjoining that have been cut up and sold.

329. Are you aware whether Richmond was a Government township originally? Part of it was, and part of it was private property. The Government gave Mr. Bayly a large farm at Cabramatta for some land of his that they wanted for the township, and that was principally for the preservation of the people on the lowlands. The Government authorized old Mr. Cox to give allotments to some of the people, the tradesmen and others, with the view of preserving their lives in time of flood, and I know some of the tradesmen's lots to this day. The lots were given according to the size of the farms.
330. Did you ever hear that there were any persons among the older colonists who came from the United States of America? Yes, I know there were a few.
331. Have you any notion what they consider a township in America? No.
332. Will you listen to this, if you please. In a dictionary that I have before me it defines a town in legal language, as you have described it—a town or village, where there is more than one in a parish; but in New England, it states, the districts are divided into townships of five, six, seven, or perhaps ten miles square, and the inhabitants of such townships are invested with certain powers for regulating their own affairs. If we use the word township in that sense, it would give a right to all these people about there to graze their cattle, or to save their cattle from floods on these high lands? How would it be if the Government took and sold it, and all the big ones bought it away from the little ones. I should never go in favour of that.
333. Supposing it were shown to you now that the people of Windsor or these lowlands have commonage rights, you would be willing, as one of the Trustees, to carry out the law or the intention of the grant? Yes.
334. Did your predecessors in the Trust hand over to you any minute books when you took the matter in hand? No, I think not. There were some letters and one thing or other that I received from Mr. Bowman.
335. *Mr. Hill.*] How many Trustees are there? Three; but they soon give it up, for it is a very troublesome job.
336. And no pay? No pay, but rather loss.
337. *Mr. Tunks.*] How many persons have sent in claims to be regarded as commoners? A great number; all round the lowlands, and from the Windsor side as well, previous to this argument.
338. If the towns of Richmond and Windsor go on increasing, and persons claim commonage rights for very small holdings, the Common must eventually be of no use? I am under that impression myself; and I think now that if every one was to put on the cattle they are entitled to put on it would be of no use, and that they would very soon take them off again, unless we had very good seasons. When we get a dry season now they have to take them away or they will die.
339. *Mr. Moses.*] Who were your fellow Trustees under this deed in the first instance? Mr. Bowman and Mr. Fitzgerald.
340. Had Mr. Fitzgerald any property in the town of Richmond? Not that I know of.
341. At that time did you deny the rights of the people in the town of Windsor and the surrounding districts? No, we did not. We were under the impression that they had a right to the Common at that time.
342. How long is it since you have taken this advice, and denied the people of Windsor a right to this Common? I never took anything from advice.
343. I understood you to say that you have denied their right since you had the advice of your lawyer? Yes, since he found out that the Common did not belong to Windsor.
344. How long is it since you got that advice from your lawyer? I cannot say.
345. Did he advise you that according to your deed you have no right to allow any person's stock outside of the town of Richmond to run upon the Common? Yes, he said so.
346. Are you aware of certain erasures in that deed where the word township appears? Yes, I think I have heard some remark on that. It was done at the Colonial Secretary's Office, I believe, before it came to us.
347. Is any part of the town of Richmond in the parish of Saint Matthew? I cannot answer that question.
348. Have you given rights of commonage to the farmers residing in Cornwallis? No, we have not. I tried all that I could to stop that, because we used to lose so many cattle.
349. If one of your brother Trustees has stated to this Committee that the Trustees have given rights to the farmers along the Cornwallis up to the bridge below the Windsor Church, his statement is not correct? I cannot say that. There have been some of them running cattle there; I know there were in flood-time.
350. Have the Trustees given rights of commonage to the farmers in the Cornwallis up to the Rickaby Creek Bridge? They might have done so; but a man cannot be accountable for all he does, without he goes to look at his writings.
351. At your last meeting did you arrange to give these people at the Cornwallis commonage rights? I cannot tell you.
352. Do you remember having impounded these lowlanders' stock in 1868? Yes.
353. A large number? I do not know about a large number. I know there were cattle-stealers and mountaineers, and the deuce knows what, that we did not know whose they were. There were horses that had been on that Common for years, and that were left there to take others away with.
354. There were so many that your pound would not contain them all? I had nothing to do with it; it was Mr. Onus and them that pounded them.
355. That was after the flood of 1867? Yes, but it was not in flood-time.
356. Are you aware that a large number of that stock were sold out of the pound? There were some sold—I do not know how many; but they were a very useless lot that were sold—a very miserable set—and I believe a good many of them belonged to cattle-stealers.
357. Have you made a charge for agistment for depasturing stock belonging to persons on the lowlands? Yes, above the number that we consider them entitled to.
358. Where do you allow them to run—up to what point? I cannot say exactly now.
359. Within a farm or two—up to Pearson's and Huff's? Yes, we have allowed them I know.
360. You allow the people as far as Pearson's and Huff's to use the Common ordinarily—I am not speaking of floods? Yes.

M. A.
Cornwell.

26 Oct., 1870.

- M. A. Cornwall.
26 Oct., 1870.
361. Do you consider the part of the district on this side of Huff's or Pearson's the lowest part of the district? I think about Smith's.
362. The district from Windsor to Smith's, or from Smith's upwards—Which is the lower part of the district—which is covered by water first? The Cornwallis of course.
363. You do not admit the people from Smith's to Windsor to the right of commonage? No, if they have no right.
364. Taking Smith's as the line, you deny the rights of commonage to the persons from Smith's to Windsor, or along the Cornwallis? It was considered so at that time.
365. Is it generally thought by the residents of Richmond that this Bill which I am introducing is for the purpose of resuming the Common, and that the Government will then sell it? Yes, that is the general impression.
366. That if the Common is resumed, it will not be rededicated, and the Government will sell it? Yes.
367. *Mr. Hill.*] Which you are very much opposed to? Yes.
368. *Mr. Tunks.*] Or any portion of it? Yes.
369. *Mr. Moses.*] Are you aware that Mr. Wilson, when he was Minister for Lands, proposed to sell part of this Common, giving Richmond one share and Windsor another, and selling the centre? I did not hear that.
370. I want to relieve your mind of the notion that there is any selling clause in the Bill I am proposing, and to show you that this proposal came from a former Government. Is there any provision for any extra number of stock, over the number usually allowed to run on the Common, after floods? No, there is no provision made, because whatever cattle they have got run on the Common then.
371. *Mr. Tunks.*] There is no limit? No limit in time of flood.
372. *Mr. Moses.*] You are aware that for some months after the flood has passed off the land, the farmers have no feed for their stock? That depends upon circumstances,—the weather, the time of year, and so on.
373. In the winter season, how long would you suppose it would be, after a flood had been over the land, before it would produce any feed for stock? It might be all the winter.
374. Supposing the flood came in June, which is a usual month in the year, how long would it be before the farm would produce feed for stock? It would be a good while. But then the Common would be no relief to them, because it is nothing but couch grass, and it is perished. They could raise artificial grasses on their farms before there would be feed on the Common.
375. I want to know how long it would take to produce barley or grow the grasses again—would it take three months? Yes; and it would take longer to grow feed on the Common.
376. *Mr. Tunks.*] These 6,000 acres are a large patch of ground for that neighbourhood? Yes.
377. Without regulations—without somebody to act as ranger, it would be a receptacle for all the stray norses and cattle in the neighbourhood? So it is.
378. Have you any funds in hand to fence this place in? No. The Common is in debt to Mr. Bowman and myself now; I myself paid £26 one season for a man's wages out of my own pocket. I have sustained a deal of loss by that Common.
379. *Mr. Hill.*] You look upon the Common as a great safety-valve to the farmers on the lowlands? Yes, I think it is of the greatest importance in that way. How they would do without it I do not know.
380. *Mr. Moses.*] At flood-times you allow people to run more stock than they are allowed to run at ordinary times? Yes, as I said before, there is no limit.
381. Is that a rule, or is it optional with the Trustees? It is optional.
382. *Mr. Hill.*] You are compelled to do it. Certainly.

Henry Moses, Esq., M.P., a Member of the Committee, examined in his place:—

- H. Moses, Esq., M.P.
26 Oct., 1870.
383. *Chairman.*] Do you produce the grant of the Richmond Hill Common? Yes.
384. What is the date of that grant? 18th April, 1853. This is the second grant. (*Deed of grant produced.*)
385. What area of land does this grant of 1853 contain? 608 acres, 3 roods.
386. To whom were these 608 acres of Common land granted? To James Rochester, James Pendergast, and Samuel Marsden, as Trustees.
387. In trust for what persons? For the benefit of the settlers and cultivators holding the surrounding allotments on the east side of South Creek.
388. Does that include the town of Windsor? No.
389. Then this Common of 608 acres is granted to the settlers and cultivators on the east side of South Creek? Yes.
390. Is it granted in the name of the Richmond Hill Common? Yes, by this deed.
391. Have you a copy of the original grant of this Common? Yes.
392. Do you produce that copy? Yes. (*Produced.*)
393. What is the date of the original grant? 12th August, 1804.
394. To whom was that land granted at that time? The Rev. Samuel Marsden and Mr. William Blady, as Trustees chosen by the settlers of the district and approved by the Government. It is described as land situated in the Richmond Hill district. Neither of the Commons had a name in those days.
395. Does it state for whose use it was granted? For the use of the settlers and cultivators of the Richmond Hill district.
396. Do you know who are the present Trustees of the Richmond Hill Common? I could not say for certain. Mr. John Gow was the gentleman from whom I got the deed, and Mr. M'Quade is the second Trustee; I do not know the third.
397. Do you know whether they allow the inhabitants of Windsor to use this Common as commoners? I know that no persons in the township, not having land in the neighbourhood of the Common do use it, nor would they be allowed to use it.
398. *Mr. Tunks.*] Is it within your knowledge that that Common is usually occupied by one of the Trustee's sheep? No.

399. Will you look at the description of that Common, and say whether it is bounded by land granted to Charles Marsden? Marsden's name is not given here. I know the farm that was Marsden's, now M'Quade's, does adjoin the Common.

H. Moses,
Esq., M.P.

400. Is the Richmond Hill Common contiguous to the Mulgrave Railway Station? Yes.

26 Oct., 1870.

401. Will you look at this copy (*handing a paper to witness*) of the original grant of Ham Common, and say whether that is described also as containing this place Mulgrave? Yes, from the description here I should think it did take in that Common. It describes the boundary on both sides of the South Creek to the Hawkesbury Road. From that I should think it took in that Common. I always thought it was part of the Common now called Ham Common.

402. Is there any other place known at Windsor, or thereabouts, as Mulgrave? That is the only place known as Mulgrave; but I believe in former times Mulgrave Place extended a considerable distance the other side of Richmond and away down the Pitt Town district. The present locality known as Mulgrave is in the neighbourhood of the Railway Station. The description here leads me to think that the Richmond Hill Common was part of the Common now known as Ham Common.

403. What is the date of that document? 11th August, 1804.

404. The one you previously described was dated the 12th August, 1804? Yes.

405. Is there any possibility of a misdescription in these grants including this Mulgrave, which now appears to be quite a distinct affair, but is included in the Ham Common description? By the original grant of 1804 it seems to be.

406. Then if Mulgrave implied the whole of the place, how would you describe the Common as being Richmond Hill or Ham Common? I cannot say why they would call it so. The only reason why I thought it should have been called Richmond Hill Common was following the name of the district.

407. That Common of 600 acres will be of no use for the purpose stated by the last witness? No, not the slightest.

408. *Chairman.*] Do you wish to add anything to your evidence? I wish to add that, from the original intention, this land was given for the use of the settlers and cultivators, who now, by the present deed, are deprived of that use. It is of more use to those persons than to any others. Being high land, situated round this basin, as it were, of cultivated land, where the farmers reside, it is very useful in time of flood to save their stock; and if they could be induced to cart their grain and produce there, I do not believe our farmers would want any assistance in the shape of relief.

HAM COMMON RESUMPTION BILL.

APPENDIX.

(To Evidence given by Mr. C. R. Bedwell, 21 October, 1870.)

A 1.

AMENDED Rules and Regulations made by the Trustees of a certain Common, containing six thousand and six acres of land, more or less, known as Ham Common, situated in the parishes of Saint Matthew and Ham, in the county of Cumberland and Colony of New South Wales, "for the better and more convenient and equal use and enjoyment of the said Common, and of the timber growing or being thereon, and of all other rights privileges and casements incident thereto, by the persons having right of Common thereto under the grant thereof, and also for raising, assessing, levying, and appropriating such moneys as shall be required for the purpose of defraying any costs, charges, and expenses which the said Trustees shall or may be put or exposed to in or about the maintaining or improving the said Common"; which Common was by deed poll, dated the thirtieth day of September one thousand eight hundred and fifty-one, under the hand of His Excellency Sir Charles Augustus Fitz Roy, Knight, Governor, and under the Seal of the said Colony, granted by the Crown to Robert Fitzgerald, George Bowman, and Abraham Cornwell, and their successors, upon the trusts in the said deed particularly mentioned, and which Rules and Regulations are so made by the said Trustees pursuant to and by virtue and authority of a certain Act of the Governor and Council of the said Colony 11 Victoria No. 31 (1847), intituled "An Act to enable Trustees of Commons in New South Wales to have perpetual succession and to empower them to regulate the use of such lands as may be granted as Commons within the said Colony and for other purposes relating thereto"; and shall be observed performed and kept by all and every the persons having right of Common in such Common and for all other persons whomsoever in relation thereto.

That the Rules and Regulations relating to the said Common, and bearing date the fifteenth day of May one thousand eight hundred and sixty-seven, be and the same are hereby repealed, and that the following Rules and Regulations be substituted in their stead:—

1. All cattle and horses authorized to depasture on the said Common shall be legibly branded with the owner's initials or registered brand, and shall be reported to one of the said Trustees or Ranger of the Common, or other person appointed by them, which cattle and horses shall be entered in a book to be kept for that purpose. All stock not so marked and reported found on the Common will be treated and impounded as trespassing, and dealt with accordingly.

2. All stock above the authorized number found on the said Common will be impounded according to law, unless the same be entered in the Trustees' books, and paid for at the rate hereinafter mentioned.

3. The occupant of every house entitled to Common right shall be allowed to take as much dead wood from the said Common for firewood as may be necessary for his own, his family, and servants use. Any occupant authorized as aforesaid to take wood as aforesaid who shall sell firewood from the said Common, having previously taken such under pretence of it being for his own, his family, or his servants use, will be fined the sum of ten shillings for the first offence, and two pounds for every subsequent offence.

4. Any person or persons having right of Common, felling or causing to be felled any growing tree or trees upon the said Common without the previous consent of the said Trustees shall be fined the sum of five pounds for every tree so felled.

5. The occupant of every farm or house having Common right shall be allowed, with consent of the Trustees, to take as much wood for fencing and building purposes as may be required for the use of such farm or house; but if such wood be sold by such occupant, he shall pay a fine of five pounds for each offence.

6. All persons having a Common right to and wishing to depasture stock on the said Common shall register all such stock with the person and at the place that the Trustees may appoint, within one month after the date of His Excellency the Governor's allowance of these Rules and Regulations, giving a true and correct description of all stock belonging to them, with their brands and number, on pain of their being impounded.

7. Any person having a Common right wishing to substitute one description of stock for another to depasture on the Common (provided that such stock be allowed in the Schedule of these Rules and Regulations) may do so by giving notice of such intention to the Trustees, and complying in all other particulars as required by these Rules and Regulations.

8. Every splitter, fencer, or sawyer, having Common right, will be required to take out a license annually from the Trustees, for which they will be charged a fee of one pound sterling each, before they will be allowed to cut, split, saw, or take away any timber for sale, or for the purpose of sale or otherwise, from the said Common, except for the use of the Commoners having Common right. Any person so cutting, splitting, sawing, or carrying away as aforesaid without having a proper license, will be fined the sum of five pounds for each offence; and all or any materials prepared or wood cut by such unlicensed person will be seized by the Trustees or persons authorized by them and sold on the spot or elsewhere by auction, and the net proceeds applied in aid of the Common funds. Further, in addition to the license fee aforesaid, every sawyer and splitter will be charged five shillings for every hundred posts, three shillings for every hundred rails, two shillings for every thousand shingles, one shilling for every hundred feet of sawed timber, superficial measurement, split or sawn upon the said Common; which several sums shall be paid to the Trustees or their duly appointed agent before any of such split or sawn stuff shall be removed; and every licensed splitter or sawyer removing or taking from the said Common any such split or sawn timber before the charges thereon as aforesaid shall have been paid shall for every offence be fined the sum of five pounds.

9. Every person having Common right will be allowed to take any quantity of dead wood from the said Common for sale, by first taking out a license for that purpose from the Trustees, for which he shall pay a fee of one pound per annum. Any person taking such dead wood for sale without a license as aforesaid will be fined for the first offence the sum of ten shillings, and for every subsequent offence the sum of two pounds.

10. Every person having Common right found stripping bark from any growing tree or trees on the said Common without the consent of the Trustees will be fined five pounds for every offence.

11. Every person having Common right who shall in any manner destroy any growing tree or sapling without the consent of the Trustees will be fined two pounds for every tree or sapling so destroyed.

12. Every person who shall be proved to have taken any other person's stock in charge for payment or otherwise to depasture in his own name or otherwise on the said Common, and such stock being found thereon, will for so doing be fined in the sum of five pounds for the first offence, and ten pounds for every subsequent offence, and all such stock will be forthwith impounded according to law as trespassing on the said Common.

13. Any person destroying waterholes, watercourses, drains, or reservoirs, or polluting the water on any part of the said Common, by throwing filth, dead carcasses, soil, washing or soaking hides, or putting any deleterious matter therein, will be fined for the first offence the sum of five pounds, and for every subsequent offence the sum of ten pounds.

14. Every person felling any dead tree on the said Common (having authority to do so) shall take the whole of the tree away as soon as possible thereafter, and in default thereof shall be fined the sum of five pounds for each offence.

15. No person will be allowed to transfer his individual Common right in the said Common to any other person, although such other person may already be a Commoner, under a penalty of five pounds, and all such transfer shall be void.

16. Any person casting or throwing filth or broken materials of any kind on the Common, or removing gravel from any part of the said Common, except at places fixed by the Trustees, shall be fined for every offence the sum of one pound.

17. No person will be allowed to remove any loam or alluvial soil from the said Common without first having obtained the consent of the Trustees, and shall pay sixpence per solid yard for all such soil removed.

18. Every person making bricks on or from the said Common shall previously take out a license from the Trustees for that purpose, and shall pay a fee of one pound per annum for such license, and a fee of one shilling per thousand for all bricks made and burnt by such person. Any person found removing bricks so made on and from the said Common without having previously paid for them as aforesaid will be fined one pound for every thousand of bricks so wrongfully removed.

19. Any person who shall give information to the Trustees of any person who has been guilty of a breach of these Rules and Regulations shall, upon the conviction of such offenders, be entitled and receive half the amount of any fine obtained.

20. In these Rules the words denoting the singular number may be applied to a plurality of persons or things, and the words denoting the masculine gender are to be understood to apply also to persons of the feminine gender; and the word person shall apply to bodies politic and corporate, unless such applications and meanings are excluded by the context or subject matter.

21. In every case where the consent of the Trustees is required, the onus of proving such consent shall be upon the person or persons charged.

SCHEDULE of Stock allowed to depasture upon Ham Common, free of charge, according to these Rules and Regulations:—

	Horses.	Cattle.
The occupant of every house within the boundaries of the town shall be allowed to depasture on the said Common	1	1
The occupant of every farm of ten acres, or under ten acres, shall be allowed to depasture on the said Common	1	1
Do. for every additional 5 acres, and not exceeding 50 acres	1	1
Do. for every 10 acres, exceeding 50 acres, and not exceeding 100 acres	1	1
Do. for every 20 acres, exceeding 100 acres, and not exceeding 150 acres	1	1
Do. for every 50 acres exceeding 150 acres	1	1

Given under our respective hands, at Richmond, in the Colony aforesaid, this twenty-eight day of June, in the year one thousand eight hundred and seventy.

A. CORNWELL,
JOSEPH ONUS,
CRAWFORD ROBT. BEDWELL, } Trustees.

[Two sketches.]

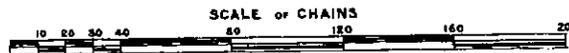
SKETCH

SHEWING

HAM COMMON BOUNDARIES

prepared in accordance with the description published by Gazette notice of the 11th July, 1850
(No. 1052), and that contained in the Deed of the 30th September, 1851.

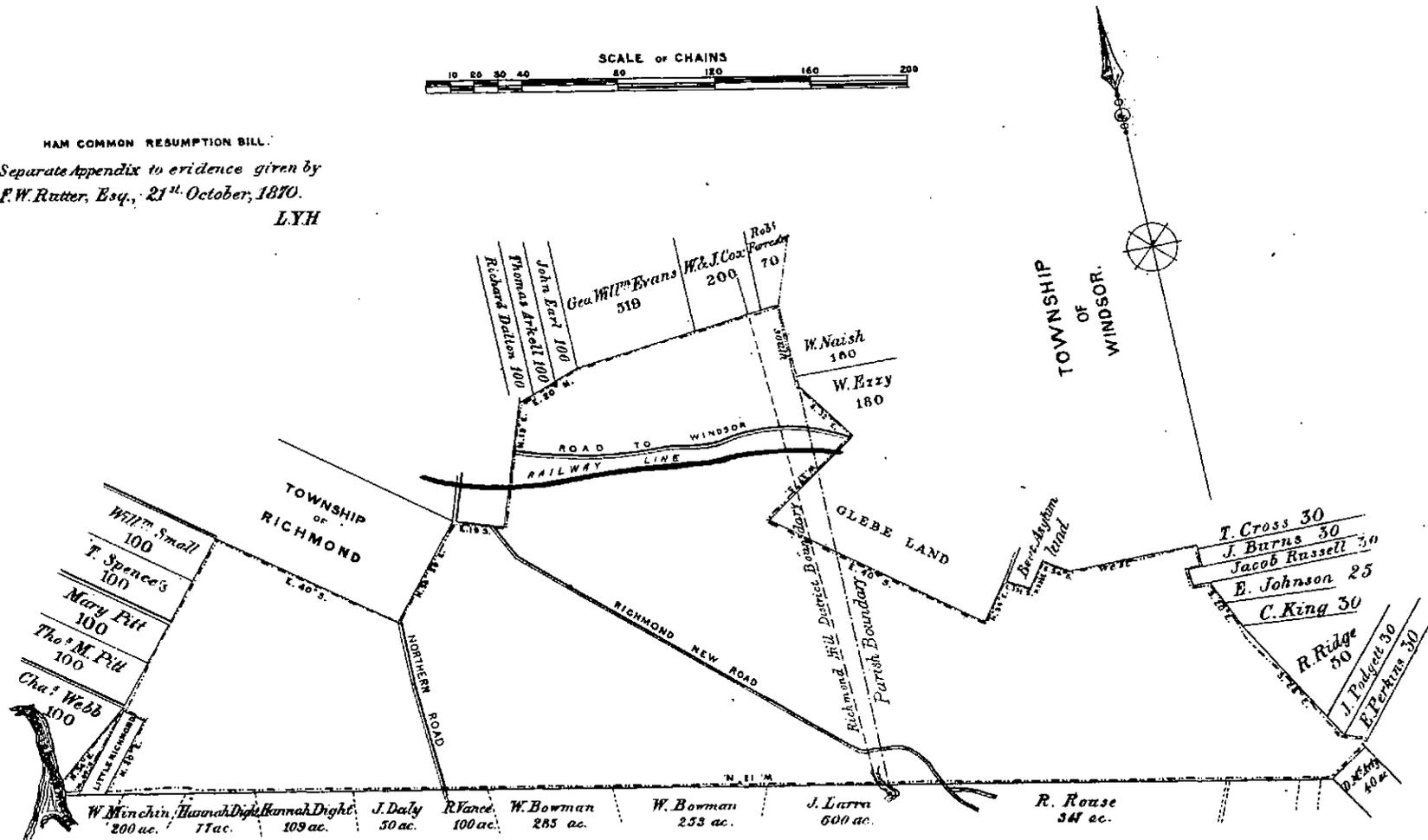
**PARISHES OF HAM COMMON AND SAINT MATHEW,
COUNTY OF CUMBERLAND.**



HAM COMMON RESUMPTION BILL.

Separate Appendix to evidence given by
F.W. Rutter, Esq., 21st October, 1870.

LYH



(Sig. 323)

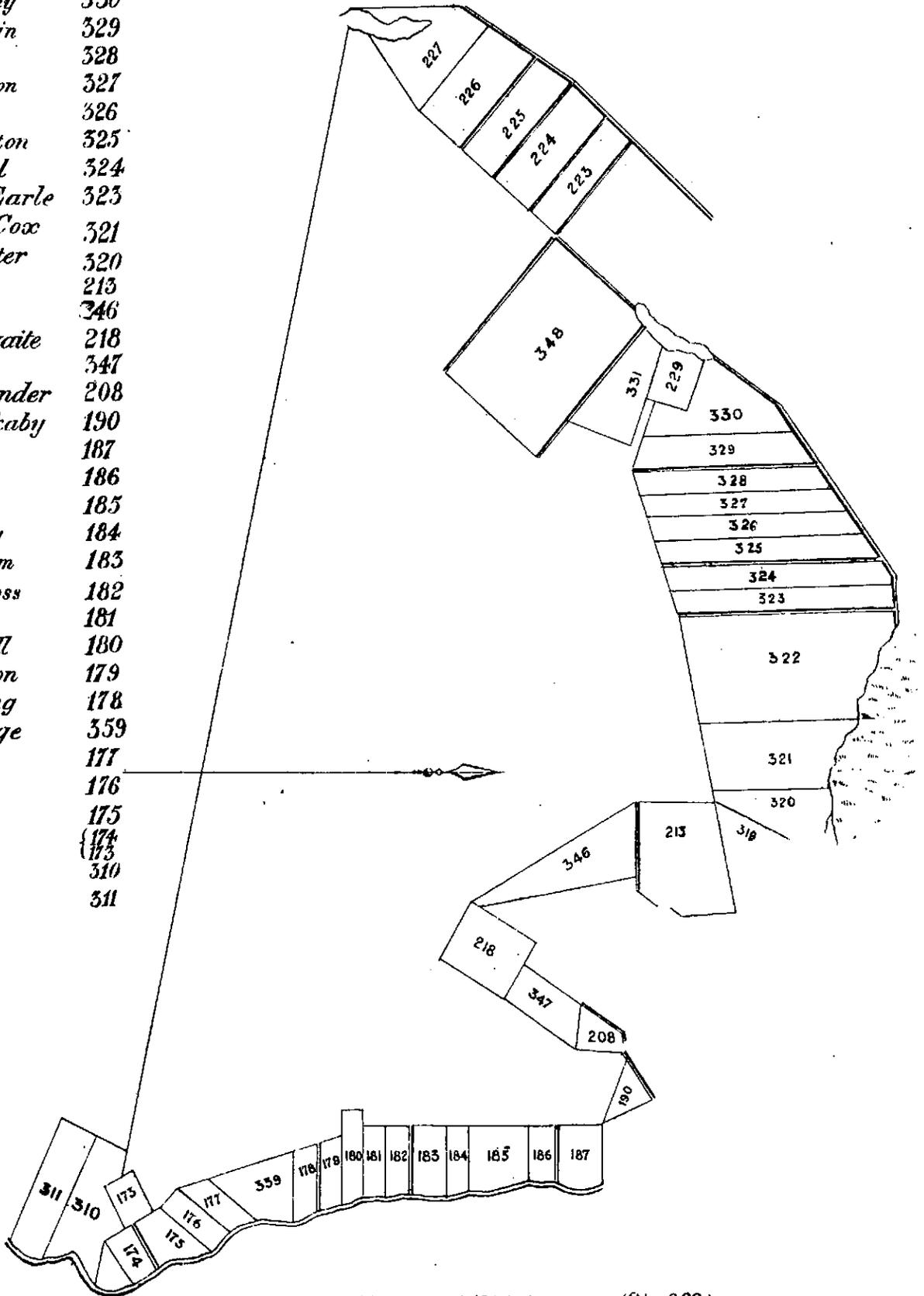
Ham Common Boundary shewn thus —————

Reduced from H1319.

COPY OF SKETCH

Attached to Original Deed of Ham Common.

<i>Charles Webb</i>	227
<i>M^{rs} Pitt</i>	225
<i>Tho^s Pitt</i>	226
<i>Tho^s Spencer</i>	224
<i>Small</i>	223
<i>Edw^d Luttrell</i>	348
<i>Mich^l Bayley</i>	331
<i>W^m Giles</i>	229
<i>David Langley</i>	330
<i>Robert Martin</i>	329
<i>W^m Carlisle</i>	328
<i>Thomas Gordon</i>	327
<i>Caleb Wilson</i>	326
<i>Richard Dolton</i>	325
<i>Thomas Arkell</i>	324
<i>Jonathan Earle</i>	323
<i>W^m James Cox</i>	321
<i>Rob^t Forrester</i>	320
<i>Nash</i>	213
<i>W^m Exzy</i>	346
<i>Brathwaite</i>	218
<i>Henry Cox</i>	347
<i>Sarah Vernender</i>	208
<i>Thomas Rickaby</i>	190
<i>M^r Marsden</i>	187
<i>T. Lewis</i>	186
<i>Ann Blady</i>	185
<i>Sarah Cooley</i>	184
<i>J. Cunningham</i>	183
<i>Thomas Cross</i>	182
<i>John Burn</i>	181
<i>Jacob Russell</i>	180
<i>Edw^d Johnson</i>	179
<i>Charles King</i>	178
<i>Rich^d Ridge</i>	359
<i>Jas. Padgett</i>	177
<i>Perkins</i>	176
<i>T. Lewis</i>	175
<i>D. M^c Carty</i>	174
<i>John Smith</i>	310
<i>W^m Strange</i>	311



1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

JOHN BUTLER WOOD.

(PETITION.)

Ordered by the Legislative Assembly to be Printed, 18 August, 1870.

To the Honorable the Speaker and Members of the Legislative Assembly of New South Wales, in Parliament assembled.

The Petition of John Butler Wood, of Brundah, near Grenfell, in the Colony of New South Wales,—

HUMBLY SHOWETH:—

That your Petitioner has occupied the Run Brundah since the year one thousand eight hundred and fifty-two (1852), when it was transferred to him by his father, the late John Wood, who had himself been in possession of it ever since it was first taken up, in the year one thousand eight hundred and thirty-five (1835).

That your Petitioner and his father (through whom he claims) during this long term of years expended considerable sums in erecting dams and making other valuable improvements on the said run.

That in the year one thousand eight hundred and sixty-six (1866) large discoveries of gold were made at Emu Creek on the said run. The immediate result of these discoveries was the proclamation of an extensive gold field, including the said run within its boundaries, and the formation of the town of Grenfell thereon.

That as a necessary consequence of the said proclamation, about 5 square miles of the said run were at once absolutely withdrawn by the Government from your Petitioner.

That the miners at once proceeded to prospect for and open numerous reefs and claims on different parts of the said run, and made use of and destroyed dams and waterholes which were of the greatest value to your Petitioner. In particular, they destroyed a fenced-in dam of your Petitioner's at Fourteen-mile Rush on the said run, and large waterholes at which your Petitioner had been accustomed to wash and water his sheep.

They also made yards and fed their horses and cattle on the very best parts of the said run.

That as a necessary consequence of the said gold discovery a perfect network of roads have been formed in every direction over the said run, consisting of the Main Roads from Grenfell to Young, Forbes, Cowra, Marengo and Marsden's, *via* Bland; with Minor Roads to the Fourteen-mile, Seven-mile, and other Rushes.

That in these and other ways your Petitioner's improvements have been made worthless. He has been unable to wash his wool, and was obliged to abandon several of his sheep-stations, and to purchase at a very great cost another run in the Wellington District to which to remove the greater portion of his stock.

That your Petitioner has through the discovery of the said gold fields suffered loss for which any casual profit arising from the sudden influx of a large population has afforded him very little compensation.

That your Petitioner has at various times since the ninth day of January, one thousand eight hundred and sixty-seven applied to the Minister for Lands for relief, but the only effect of this application has been the reappraisal of his run at forty-five pounds (£45) instead of seventy-five pounds (£75) per annum, and the payment to him of sixty pounds (£60) excess of rent paid by him for the years one thousand eight hundred and sixty-seven and one thousand eight hundred and sixty-eight over the former rate.

That such relief affords no appreciable set-off against the continued and even increasing loss which your Petitioner is daily suffering from the causes above mentioned.

Your Petitioner therefore prays your Honorable House to take his case into consideration, and to award him such relief as may upon the fullest inquiry seem just and fitting.

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

J. B. WOOD.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MRS. JANE SIMPSON.

(PETITION.)

Ordered by the Legislative Assembly to be Printed, 23 September, 1870.

The Honorable the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of Jane Simpson, of Summer Hill, Liverpool, in the County of Cumberland, in the Colony of New South Wales, widow,—

RESPECTFULLY SHEWETH:—

That your Petitioner, with her late husband, Edward Simpson, deceased, has occupied "St. John's Farm"—a portion of the Church and School Estate in this district—upwards of twenty-four years, and has always paid her rent punctually as it became due, notwithstanding severe losses from droughts and other causes.

That, on the 6th August, in last year, a Mr. Deane, holding some official situation under the Government of the Colony, with a constable from Liverpool, entered upon your Petitioner's aforesaid rented land, where she had men employed cutting firewood, and, taking down the men's names, peremptorily ordered them to desist from their work, and afterwards summoned five of them to the Liverpool Court of Petty Sessions, charged respectively with "having unlawfully and maliciously destroyed certain timber on the 6th August, 1869, part of the Church and School Estate," which charges were severally heard by the Bench of Magistrates at Liverpool, on the 12th November, 1869, and dismissed.

That, from the 6th August, 1869, when the men were stopped in their work, and summoned to the Court, until the 12th November following, when the cases were heard and dismissed by the Bench, your Petitioner was unable to have any of them so employed on her said rented land, and was also caused much annoyance and mental anxiety, besides considerable expenses, and thereby damaged to the amount of one hundred pounds, or more; therefore your Petitioner most humbly and respectfully prays that your Honorable House will duly consider the hardship of her case in having been thus harassed, annoyed, and pecuniarily damaged by an officer of the Government, who had no right to molest either herself or anyone employed by her, and afford her such relief as your Honorable House may see fit; and your Petitioner, as in duty bound, will ever pray, &c., &c., &c.

JANE SIMPSON.

Summer Hill, Liverpool,
19th September, 1870.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MR. WILLIAM EMERY.

(PETITION.)

Ordered by the Legislative Assembly to be Printed, 24 November, 1870.

To the Honorable the Members of the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of William Emery, of Shoalhaven, in the County of East Camden, in the Colony of New South Wales, farmer,—

RESPECTFULLY SHOWETH:—

That your Petitioner, William Emery, resides at Brown's Mountain, near Shoalhaven, in the Colony aforesaid, and is a free selector and a farmer.

That on the twenty-fifth day of June, one thousand eight hundred and sixty-three, your Petitioner conditionally purchased seventy-two acres of land at Brown's Mountain aforesaid, and obtained from the Land Agent at that place the usual receipt for the deposit of twenty-five per cent. on the purchase money. The purchase was under the free selector's clauses of the Crown Lands Alienation Act of 1861; and was described in the application by your Petitioner as seventy-two acres, about forty chains southerly from James Emery's conditional purchase of three hundred and twenty acres, twenty-eighth of January, one thousand eight hundred and sixty-two, east and west forty chains, north and south eighteen chains.

That having selected the seventy-two, in accordance with the regulations of the Lands Alienation Act of 1861, your Petitioner took possession thereof within one month, as required by the said Act, and has remained in possession of it ever since, clearing, fencing, and building upon it, at a large expense.

That on the third day of September, one thousand eight hundred and sixty-three, your Petitioner selected ninety-six acres adjoining his seventy-two acres, describing it thus:—Ninety-six acres adjoining his conditional purchase of the sixth of August, one thousand eight hundred and sixty-three, on which the usual deposit of twenty-five per cent. was paid, and the interest on such balance ever since. The necessary improvements on the land, as required by the Act, have also been made.

That on the sixth day of March, one thousand eight hundred and sixty-four, Licensed Surveyor Haughton, by the instructions of the Surveyor General, surveyed your Petitioner's conditional purchase, and also three conditional purchases made by one Isaac Barclay (adjoining your Petitioner's seventy-two acres), on the sixteenth day of July, sixth day of August, and twentieth day of August,—five lots in all. Before surveying the seventy-two acres, Surveyor Haughton pointed out to your Petitioner that the description of his (your Petitioner's) surveyor was not in accordance with the Act, being much longer one way than the other. The survey was then made as near in accordance as possible with your Petitioner's description; and your Petitioner subsequently occupied the land as surveyed by Haughton, having been in possession of the land prior to Haughton's survey more than six months, and having spent a considerable sum in improvements.

That Barclay's applications which came in between your Petitioner's applications for the seventy-two acres and ninety-six acres were, like your Petitioner's, not in accordance with the Act; being odd pieces surrounding your Petitioner's selections, and possibly measured out with a view of driving your Petitioner into a corner.

That Barclay not being satisfied with the measurement made by Haughton, complained that the survey did not give him the land he was entitled to, and instructed his attorney (Mr. T. M. Richards) to write a letter to the Crown Lands Office on the subject, which he did, on the ninth day of June, one thousand eight hundred and sixty-four. A letter was accordingly written, and the result was, that on the twenty-eighth day of December, one thousand eight hundred and sixty-four, Licensed Surveyor Twynam, who had been instructed by the Surveyor General to inquire into Barclay's complaint, reported as follows:—"It is not advisable to alter the boundaries, as the alterations are immaterial, and as the parties (your Petitioner and Barclay) have been in occupation of land as surveyed by Haughton, sixteen months ago; but as a road is required through the ninety-six acres purchased, the person surveying the road might be requested to make a resurvey."

That Barclay having determined to urge his complaints as to Haughton's survey, induced the Surveyor General to direct a fresh survey; and a design was prepared in the Surveyor General's Office in Sydney, under the directions of Mr. Surveyor Arnheim, and without any reference to the descriptions given by the applicants when they selected, or to the survey made by Mr. Haughton.

That in the year one thousand eight hundred and sixty-five, two years after your Petitioner's selection of the seventy-two acres, and twelve months or more after Haughton's survey, and after your Petitioner having been allowed to spend his money on the land, Mr. Surveyor Christie is sent to Shoalhaven with instructions to follow out Surveyor Arnheim's design, and reports to the Surveyor General thus:—"All the lines of the five selections" (meaning your Petitioner's two and Barclay's three selections) "were altered, except the east boundary line of your Petitioner's ninety-six acres, which had been converted into the east boundary line of the seventy-two acres."

That the survey thus made by Mr. Surveyor Christie was not a mere amendment of the boundaries of your Petitioner's seventy-two acres, but actually gave Barclay most of the land which your Petitioner had selected, paid the deposit for, and improved under the Lands Alienation Act of 1861.

That your Petitioner perceiving Mr. Surveyor Christie's survey to be altogether wrong (as the design made by Surveyor Arnheim without reference to the original descriptions, and which design was carried out by Surveyor Christie, did not profess to give the parties the land they had selected), gave a written protest against the survey being made by Christie, when he went on the land, and also sent a notice of the same nature to the Surveyor General.

That when Surveyor Christie made his survey, he showed Barclay what he (Christie) considered Barclay's land, and which, in fact, was the greater part of the seventy-two acres selected, and then occupied by your Petitioner. The result of the assertion made by Surveyor Christie, an officer acting on behalf of the Government, was this,—that Barclay forced his way on the seventy-two acres, and was as a matter of course put off by your Petitioner. This arbitrary conduct led to Police Office proceedings at Shoalhaven, when your Petitioner was put to large expense and much annoyance.

That on the eighteenth day of June, one thousand eight hundred and sixty-six, your Petitioner received a notice from the Surveyor General's Office, requiring proof of residence on the seventy-two acres; and that on the eleventh day of July, one thousand eight hundred and sixty-six, your Petitioner furnished the Surveyor General with the necessary evidence as required by the Land Act.

That on the eleventh July, one thousand eight hundred and sixty-six, your Petitioner paid fifty-five pounds, being the balance of the purchase money for the seventy-two acres; together with one pound for deed fee; which respective amounts were received by the Colonial Treasurer, and the usual receipt for same handed to your Petitioner.

That about the seventeenth day of September, one thousand eight hundred and sixty-six, your Petitioner received a letter from the Lands Office, in answer to one written by him on the eleventh day of July, one thousand eight hundred and sixty-six, stating that the proof as to residence and improvements on the seventy-two acres was satisfactory, but that the ninety-six acres was wrongly measured by Mr. Haughton, and could not be upheld.

That about the seventh day of September, one thousand eight hundred and sixty-six, your Petitioner received notice from the Lands Office requiring proof of residence as to the ninety-six acres, and furnished same accordingly.

That on the second day of October, one thousand eight hundred and sixty-six, your Petitioner being harassed and annoyed by Barclay, wrote to the Minister for Lands stating he was in possession of land selected by him, and that he had spent much money and labour in improving same; that by Mr. Surveyor Christie's arbitrary measurement the whole of his seventy-two acres would be taken away; that he was in possession of his land, and intended to keep same; but that to end all difficulty about the conflicting claims with Barclay, and for peace sake, and without prejudice to his rights, if the Government would return him his purchase money and interest, with a fair and reasonable amount as compensation for improvements, &c., he was willing to abandon his claim to the two selections.

That towards the end of the year one thousand eight hundred and sixty-seven, notwithstanding that your Petitioner had been allowed to select land, remain as his between four and five years, pay the purchase money, the cost of the deed, and expend a vast sum of money in improvements, the Crown issues grants of land to Barclay completely absorbing your Petitioner's land.

That on or about the eighteenth day of January, one thousand eight hundred and sixty-eight, your Petitioner received a notice from the Lands Office that his selection of seventy-two acres at Good Dog was cancelled, by special permission of the Secretary for Lands; and about the twenty-ninth day of January, one thousand eight hundred and sixty-eight, your Petitioner received a letter that his selection of ninety-six acres was treated the same way.

That on the the twentieth day of February, one thousand eight hundred and sixty-eight, Mr. Robberds, an attorney of the Supreme Court, by the direction of your Petitioner, wrote to the Minister for Lands setting forth the facts of the two selections and surveys, and stating that your Petitioner was not properly treated by the Minister for Lands, and demanding a grant of the seventy-two acres forthwith.

That about the ninth day of April following, Mr. Robberds received a letter from the Lands Office, stating that the proposal to cancel the selections emanated from your Petitioner, referring to the proposal made by him in his letter of the second day of October, one thousand eight hundred and sixty-six (written without prejudice to his rights), and that it was an act of grace on the part of the Minister for Lands to allow the purchase money and interest to be repaid.

That this letter was improperly referred to on cross-examination in the evidence in a case of M'Dwraith and Emery (your Petitioner), which should not have been allowed in any way to interfere with the rights of a free selector.

That until the first day of February, one thousand eight hundred and sixty-nine, the Petitioner, with the exception before mentioned, remained in undisturbed possession of the seventy-two acres, living in a house on the land with his servants. The land was securely fenced in, on all sides, with a substantial hardwood post-and-rail fence. On that day your Petitioner and the servant then living with him were both absent from the land; the Petitioner having gone for ration supplies, and the man having been enticed away by Barclay. The house was closed up when Petitioner left; on his return he found a sheet of bark nailed across the door of the house, with a notice on it in Barclay's handwriting and signed by him, nailed upon it. Barclay had erected a gunyah on the seventy-two acres, and had possession of it; he

he had turned his cattle on the land also. Your Petitioner, having obtained assistance, was driving the cattle to the pound, when Barclay rescued them. Your Petitioner summoned Barclay to the Police Office at Nowra, but the Bench refused to adjudicate, on the ground that the right to the land was in dispute. There were also some other Police Office proceedings, through which your Petitioner was put to heavy expense, besides great loss of time.

That your Petitioner being thus continually harassed by the invasions and trespasses of Barclay, and being unable to get satisfaction of any kind from the Government, was advised, and did commence proceedings in the Supreme Court against Barclay, with a view of establishing his right to the seventy-two acres. The action was for trespass, and the question of title being involved, the Supreme Court was the only tribunal in the Colony having jurisdiction in such cases. The action was tried first in August, one thousand eight hundred and sixty-nine, before His Honor the Chief Justice, the case having lasted four days; and a number of very important questions with regard to the Land Laws having been argued, a verdict was returned in favour of the plaintiff for fifty pounds.

That the Attorney General, shortly afterwards, applied for and obtained a new trial.

That the case was a second time tried, in June, one thousand eight hundred and seventy, before His Honor Mr. Justice Cheeke. The case lasted on this occasion three days, when the Jury returned a verdict a second time for the plaintiff, the damages given being nominal, but the Judge immediately certifying for costs.

That your Petitioner's costs were taxed, in due course, at the sum of four hundred and seventy pounds eighteen shillings and three-pence, for which amount execution was issued and a levy made; but it was found that Barclay had no effects whatever to levy upon.

That your Petitioner's grievances are thus serious and manifold:—He selects a farm under the Regulations of the Crown Lands Alienation Act of 1861, and it is surveyed in the usual way by Mr. Haughton; he pays his purchase-money, holds possession between four and five years, and is then noticed by the Lands Department that his selection has been cancelled by "special permission" of some one; all his communications with the Lands Department are treated with contempt, and a design for the resurvey, as it is called, of the seventy-two acres is prepared in Sydney, without any reference to the original description given by your Petitioner; and, in October, one thousand eight hundred and sixty-seven, in face of the disputed ownership, the Crown issues the grants to Barclay.

That your Petitioner, owing to the blundering of the Government or their officials, is prevented from obtaining a proper title to the land which he has bought and paid for; and in order to protect his rights, has been unnecessarily put to a cost of about seven hundred pounds.

Your Petitioner, therefore, humbly prays that your Honorable House will be pleased to take the foregoing premises into your consideration, and grant him such relief as to your Honorable House shall seem meet.

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

Dated at Sydney, this tenth day of November, A.D. 1870.

WILLIAM EMERY.

1870-71.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MR. DAVID CHRYSTAL.

(PETITION.)

Ordered by the Legislative Assembly to be Printed, 17 February, 1871.

To the Honorable the Members of the Legislative Assembly of New South Wales, in Parliament assembled.

The Petition of David Chrystal, of Windomal Station, in the Murrumbidgee District of the aforesaid Colony,—

HUMBLY SHOWETH :—

That about eleven years ago your Petitioner purchased the stations known as Tararie and Windomal, the boundaries of which were defined by a proclamation in the *Government Gazette* of February 20, 1850, several years after the stations were first taken up.

That the whole of the country lying within said boundaries was occupied by Petitioner and his predecessors until recently, when the lessees of the adjoining station of Bonongle asserted that a large portion of Tararie and Windomal had been granted to them.

That about six years ago Petitioner having heard that the lessees of Bonongle disputed his boundaries, he proposed to submit the matter to the arbitration of two friends, whose decision should be final.

This suggestion not being accepted, he came to Sydney and laid the matter before Mr. Moriarty, then Chief Commissioner of Crown Lands, who asked Petitioner what he required more than possession of the country, and was informed that he wished the matter definitely settled; and was told that, if troubled again about the boundaries, to apply for arbitration, which would be granted to him.

That your Petitioner thereupon returned home, and fenced in the greater portion of the runs, and held undisturbed possession thereof until last year, when the lessees of Bonongle commenced to fence in a portion of Windomal, but up to the present have not occupied any portion of Tararie. Their action took place soon after the Weimby reserve was cancelled, and Petitioner at once applied for arbitration, as previously promised him. He also formally protested against the issue of any lease of Bonongle, which prejudiced his rights as possessor of the disputed country, but was not called upon to substantiate the said protest, and upon an *ex parte* statement a grievous wrong has been perpetrated, in the face of inchoate rights given by twenty-five years' possession.

That your Petitioner is prepared to prove, by evidence of a gentleman formerly a Member of your Honorable House, that the boundaries he now claims were many years ago admitted by the adjoining Crown land tenants to belong by right to the said Tararie and Windomal runs, and that the new boundaries will leave one station utterly worthless; the other will be reduced to about one-half its proper size.

These statements he is prepared to substantiate, and to show that neither by the originally gazetted boundaries of Bonongle, nor by possession, are the lessees of that run entitled, by the extended area given them by recently issued leases of that run, and another called South Bonongle, the latter of which is entirely taken from Tararie run.

That your Petitioner submits the matter to your Honorable House, in the hope that it may be duly inquired into, and he prays that you will grant such relief as to you may seem equitable.

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

DAVID CHRYSTAL.

1870-71.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

MR. JOHN WHITFORD.

(PETITION.)

Ordered by the Legislative Assembly to be Printed, 21 February, 1871.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of John Whitford, of Redfern, near Sydney, Esquire,—

SHOWETH :—

That your Petitioner is the owner of the run called Tory Wee Waa, situated on the Namoi River.

That Mr. Benjamin Richards, of Richmond, New South Wales, is the owner of a run called Yaraldool, the proper western boundary of which (for five miles distant in a northerly direction from the river Namoi aforesaid, where such western boundary strikes the southern boundary line of the run called Baraneal) forms the eastern boundary of the Tory Wee Waa Run.

That on the 10th of March, 1848, James Smith Adams tendered for a lease of the Yaraldool Run by the following description :—On the east by a line running north five miles, joining Messrs. Brown and Selwyn's run Bucklebone; on the north by a line ten miles in extent, running parallel with the Namoi River as far as the western line; on the south by the Namoi River, ten miles in extent; on the west by a north and south line, five miles in extent, parting it from Mr. Purcell's station.

That in the year 1849, a dispute arose between Mr. Adams, the then owner of the Yaraldool Run, and Mr. Purcell, the then owner of the Tory Wee Waa Run, as to the proper boundaries of their respective runs, which, however, was amicably settled by memorandum dated 10th January, 1850. This agreement is in the words following, that is to say :—

"We, the undersigned, mutually agree that our disputed boundaries shall be amicably arranged as follows :—
Dr. Adams's run named Yaraldool, on the north side of the Namoi River, having a frontage of ten miles to it; on the east side bounded by the run of Brown and Selwyn from a tree marked T; on the west from a line running north and south, the back undefined Government ground forming the northern boundary; on the west side joining Mr. Purcell's run, and dividing the waterhole named as Tory Wee Waa into equal parts.

"Mr. Purcell's run named as Tory Wee Waa, bounded on the south by the Namoi River, with five miles river frontage; on the east by Dr. Adams's run Yaraldool; on the north by waste Government land; on the west bounded by Robert Campbell's station, formerly Abercrombie's, the line running north and south from a lagoon named Baraneal; the eastern boundary divides the waterhole named Tory Wee Waa in equal parts."

That by the report on the above memorandum, Mr. D. C. F. Scott, which is as follows :—

Report on Memorial No. 133, dated 10th January, 1850, by D. C. F. Scott, Commissioner, appointed to examine and report upon disputes respecting boundaries of runs between claimants of leases beyond the Settled Districts :—Claimant's name and address, J. S. Adams, Bunga Bunga, Liverpool Plains; name of run, Tory Wee Waa; opponent's name and address, Charles Purcell, Penrith.

Situation and description of run for which a lease is recommended to issue :—

1. J. S. Adams's run Yaraldool, on the north side of the Namoi River, having a frontage of ten miles to it; bounded on the east by the run of Brown and Selwyn, from a tree marked T running north fourteen miles; on the west, from a line running north and south fourteen miles, the northern boundary line joining the east and west lines; on the west side joining Purcell's run, and dividing the waterhole known as Tory Wee Waa into equal parts.
2. C. Purcell's run Tory Wee Waa; bounded on the south by the Namoi River with five miles river frontage; on the east by Dr. Adams's run Yaraldool; on the north at right angles by waste Government land; on the west by Robert Campbell's station, formerly Abercrombie's, the line running north and south from a lagoon named Baraneal; the eastern boundary divides the waterhole named Tory Wee Waa in equal parts.

The Commissioner appointed by the Government to examine and report upon disputes respecting boundaries of runs between claimants of leases beyond the Settled Districts, in the appendix to the said report, he erroneously described Yaraldool Run as follows :—On the west by a line running north and south fourteen miles, instead of five miles by the memorandum.

That the above report as erroneously prepared was recommended for approval by the Chief Commissioner for Crown Lands, and was afterwards approved by His Excellency Sir Charles Fitzroy, the Governor for the time-being of the said Colony.

That the owner of Yaraldool Station, on the 17th of September, 1851, addressed the following letter to Mr. D. C. F. Scott, J.P. :—

Sydney, 17 September, 1851.

Sir,

I have to request that the lease of my run known as Yaraldool or Bunga Bunga, on the Namoi River, in the District of Liverpool Plains, may be transferred in favour of Mr. B. Richards, of Richmond, to whom I have disposed of my right, title, and interest in the same.

I have, &c.,

JAMES S. ADAMS.

Witness to signature,—

D. C. F. SCOTT.

And by the following letter, viz. :—

Sir,

Crown Lands Office,
Sydney, 13 November, 1851.

I have the honor to inform you that the interest held by James S. Adams in the run called Bunga Bunga or Yaraldool, in the District of Liverpool Plains, has been transferred, with the sanction of Government, to you.

I have, &c.,
GEO. BARNEY,
Chief Commissioner of Crown Lands.

It will be seen the Chief Commissioner of Crown Lands notified to Mr. Richards that Mr. Adams's interest in the run Yaraldool had been transferred, with the sanction of the Government, to him.

That by a letter dated 14th May, 1852, the Commissioner of Lands for the District of Liverpool Plains wrote to the Chief Commissioner of Crown Lands as follows, with reference to the accompanying description of Yaraldool Run :—I have the honor to inform you that I conceive "the Boundary Commissioner made a clerical error in his description of the run. It will be seen on reference to the confirmed description of that officer that the distance of 14 miles is given as the distance back from the Namoi River," instead of 5 miles applied for by Mr. Adams, Mr. Richards's predecessor; and, by a memorandum subscribed to the above letter, purporting to be a certificate (indorsed by D. C. F. Scott, the Commissioner of Disputed Boundaries) of the misdescription in stating 14 miles back, instead of 5 miles, as the western boundary, in his report of Yaraldool Run, *being a clerical error*.

That your Petitioner would also respectfully call your attention to the following portion of a letter, dated 20th June, 1861, and addressed by Mr. A. O. Moriarty, Chief Commissioner of Crown Lands, to B. Richards, Esq., in which, amongst other things, he states as follows :—"I am unable to find any ground upon which I should be justified in admitting your claim to 14 miles back run from the Yaraldool Run."

That the run called Baraneal adjoins the run called Tory Wee Waa, the former being essential to the enjoyment of the latter. That before tendering for a lease of Baraneal Run, your Petitioner came down to Sydney and was informed by Mr. Moriarty, the Chief Commissioner for Crown Lands, that the adjoining run Yaraldool consisted of two blocks facing the Namoi River, and extending *back 5 miles, and that all the back country was open to tender*.

That your Petitioner was also informed to the same effect by Mr. Durbin, the Commissioner of the district.

That on the 3rd of May, 1859, your Petitioner tendered by the following tender, viz. :—

In accordance with the provisions contained in Her Majesty's Order in Council, published in the New South Wales Government Gazette of the 7th of October, 1847, and of the Regulations of the local Government published in pursuance thereof, I, John Whitford, of Muswellbrook, do hereby propose to take a lease for fourteen years of the Crown lands known as Baraneal, in the District of Liverpool Plains, which lands are particularly described in the schedule annexed to this tender.

2. And in consideration of such lease I am willing, and hereby offer to pay in advance, minimum rent below which it is provided by the said Order in Council that no run shall be let, namely, ten pounds per annum, with two pounds ten shillings per annum added thereto for every thousand sheep or their equivalent in cattle beyond four thousand sheep or their equivalent which the run shall, under the provisions of the said Order in Council, be estimated as capable of carrying; and also, in consideration of such lease, and by way of premium for the same, I do offer to pay yearly, in advance, the further sum of £3, in addition to the amount of the said minimum rent.

3. And I do agree that, in the event of this tender being accepted by His Excellency the Governor, and of such acceptance being notified in the New South Wales Government Gazette, I will, within sixty days after such notification, pay into the hands of the Colonial Treasurer, at Sydney, as and for the first year's rent of the said run, notwithstanding that the lease of the said run may not have been executed, the sum of £13, being the amount, according to my computation, of the grazing capabilities of the run, of the payments which I have above offered to make, viz. :—

	£	s.	d.
Minimum yearly rent below which no run can be let.....	10	0	0
Further payment, at the rate of £2 10s. per 1,000, for the number of stock above 4,000 sheep, or their equivalent, which the run applied for is estimated to be capable of carrying.			
Additional yearly payment offered by way of premium.....	3	0	0
Total	£13	0	0

Such payment, nevertheless, to be without prejudice to the subsequent adjustment of the rent, according to the second and third sections of the second chapter of the above-mentioned Order in Council.

4. And I do agree that, in the event of this tender being accepted, to subscribe to the following conditions, viz. :—That, in addition to all other terms prescribed by the present Regulations, the occupancy of the said run, and the lease to be ultimately issued, shall be subject to any new or modified conditions which the Legislature may impose.

5. And in consideration of this tender being accepted, and in the event of such payment not being made within the before-mentioned period of sixty days, I further agree to forfeit to Her Majesty the sum of £20 by way of liquidated damages, and to forfeit any right acquired by virtue of this tender, and such acceptance thereof as aforesaid.

Given under my hand, this 3rd day of May, A.D. 1859.

JOHN WHITFORD.

To the Chief Commissioner of Crown Lands, Sydney.

P.S.—Tenderers for runs are requested to be particular in affixing their signatures to the tender in the proper place; and, to prevent inconvenience and delay, to name an agent in Sydney to attend to their interests in the tender for the lease of a new run of Crown Lands, called Baraneal, delineated as follows* :—

* Plan attached.

That on the 31st January, 1862, your Petitioner received a promise of a lease for five years of the said run, having previously paid into the Treasury the amount of the first year's rent to the 30th of June, 1862; that such promise is in the words following, viz. :—

The Chief Commissioner of Crown Lands to Mr. John Whitford.

Crown Lands Office,
Sydney, 30 August, 1861.

Sir,

Referring to my letter of 23rd June, 1855, I do myself the honor to inform you that His Excellency the Governor has been pleased to accept your tender for the run in the district of Liverpool Plains called Baraneal, subject, however, to the right of hereafter reserving any portion of the run for any of the purposes stated in the 9th section of chapter 11 of Her Majesty's Order in Council, dated 9th March, 1847. You will, therefore, be good enough to pay into the Colonial Treasury the sum of £10, being the amount of the rent for the period from the beginning of the current quarter to the 30th June next, computed according to your estimate of the grazing capabilities of the run, namely, 640 cattle, or their equivalent in sheep, with the annual premium of £3. I beg to remind you that, until the rent shall have been paid, you will acquire no right whatever to the occupation of the land; and further, that if the payment be not made within six days from this date, you will forfeit any right acquired by virtue of your tender, and incur a further penalty of £20 under its terms. As soon as the Colonial Treasurer shall have reported the receipt of the first year's rent and premium I will make a further communication to you.

This tender is accepted to the following conditions, viz. :—That in addition to all other terms prescribed by the present regulations, the occupancy of the said run, and the lease to be ultimately issued, shall be subject to any new or modified conditions which the Legislature may impose. The assessment for the current year, namely, £20, will have to be paid on or before the 30th of September next.

I have, &c.,
A. ORPEN MORIARTY,
Chief Commissioner of Crown Lands.

That

That shortly afterwards, your Petitioner purchased 3,000 sheep for the purpose of stocking Baraneal, and placed them upon the said run. That in the year 1862, an action at law was brought against your Petitioner by Mr. Richards, as owner of Yaraldool Run, which as he alleged, intended Baraneal Run, for trespasses committed by your Petitioner's cattle and sheep on the Baraneal Run, and a verdict was given against your Petitioner, which, with the cost paid the plaintiff and your Petitioner's own costs, amounted together to the sum of about £1,900, which account your Petitioner has since been obliged to pay; the Court holding that though it was a clerical error, the Government, nevertheless, were bound by it as a promise, and which, being prior to your Petitioner, gave Mr. Richards a right to sue.

That towards the end of August, 1867, Mr. Richards commenced a second action against your Petitioner, which action, however, he has since discontinued.

That in consequence of the above actions, and of the interruption by Mr. Richards, your Petitioner's right to run on the Baraneal Station; and having no room on Tory Wee Waa, your Petitioner was obliged to sell the sheep which your Petitioner had purchased to stock the run Baraneal, to Mr. Adams.

That in consequence of the state of the country being impassable in consequence of floods, your Petitioner was prevented from delivering the said sheep according to contract; and, by subsequent agreement, the matter was referred to arbitration, and an award made against your Petitioner, which, together with the costs amounted to £500, which amount your Petitioner has also been obliged to pay.

That your Petitioner would therefore respectfully submit that, by the above-mentioned Report, the Committee were of opinion, after hearing the fullest evidence in the matter from both Mr. Richards and your Petitioner, and others, that Mr. Richards was not entitled to Baraneal; but that a contract for a lease of Baraneal Run was entered into by the Crown with your Petitioner, and that your Petitioner was entitled to have from the Crown the fulfilment of it. A copy of this Report is as follows, viz. :—"Your Committee are of opinion that Mr. Richards is not entitled to a lease from the Government of the Yaraldool Run, but that a contract for a lease of a portion of that run was entered into by the Crown with Whitford, and that he is entitled to have from the Crown the fulfilment of it."

That in consequence of such Report, your Petitioner has since had issued to him a lease of the Baraneal Run, dated the 4th day of December, 1867. That from the following schedule of amounts paid away by your Petitioner, and the evidence of Mr. French in the above-mentioned Report, it will be seen that your Petitioner has been obliged to pay license and assessment fees since the 23rd of October, 1861, up to the date of the issuing of the lease, without having had possession of the said station or run. That your Petitioner, on the 7th of October last, addressed a letter to the Honorable the Minister for Lands, specifying how and to what extent he had been damaged, and requesting that the Government should make your Petitioner such compensation as they might think just and proper.

That on the twenty-second of January last, Mr. Secretary Forster wrote to your Petitioner, in answer to the above letter, offering to award him the following amount, viz. :—

Rent, £13 per annum from 1st July, 1861, to 31st December, 1866, inclusive	71	10	0
Assessment at £20 per annum, from 1st January, 1861, to 31st December, 1866, inclusive	120	0	0
Rental for 1867	45	0	0
Total...	£236	10	0

And informed your Petitioner that, with respect to any further amount of compensation, the Secretary for Lands regretted that he would not, *acting solely on his own judgment*, be justified in recommending a further compliance with your Petitioner's application.

That your Petitioner has since accepted the above amount (£236) in part satisfaction of the following expenses to which your Petitioner has been put in recovering possession of the above-mentioned station, Baraneal :—

Verdict and costs in the Supreme Court	1,800	0	0
The arbitration case with respect to the sheep on account of non-delivery and in consequence of floods	500	0	0
Previous to 1866, paid four licenses, £33 per license and assessment per year	132	0	0
Paid two licenses under the new appraisalment, for 1867 and 1868, at £45 per year	90	0	0
Baraneal Station being interfered with by Mr. Richards, on account of Richards and his men driving off the cattle, &c., I estimate my loss at the least at £200 per annum for six years	1,200	0	0
Mr. Want's costs, &c.	60	0	0
Parliamentary costs of obtaining Report of Select Committee and lease of Baraneal	130	0	0
Amounting in the aggregate to	£3,912	0	0

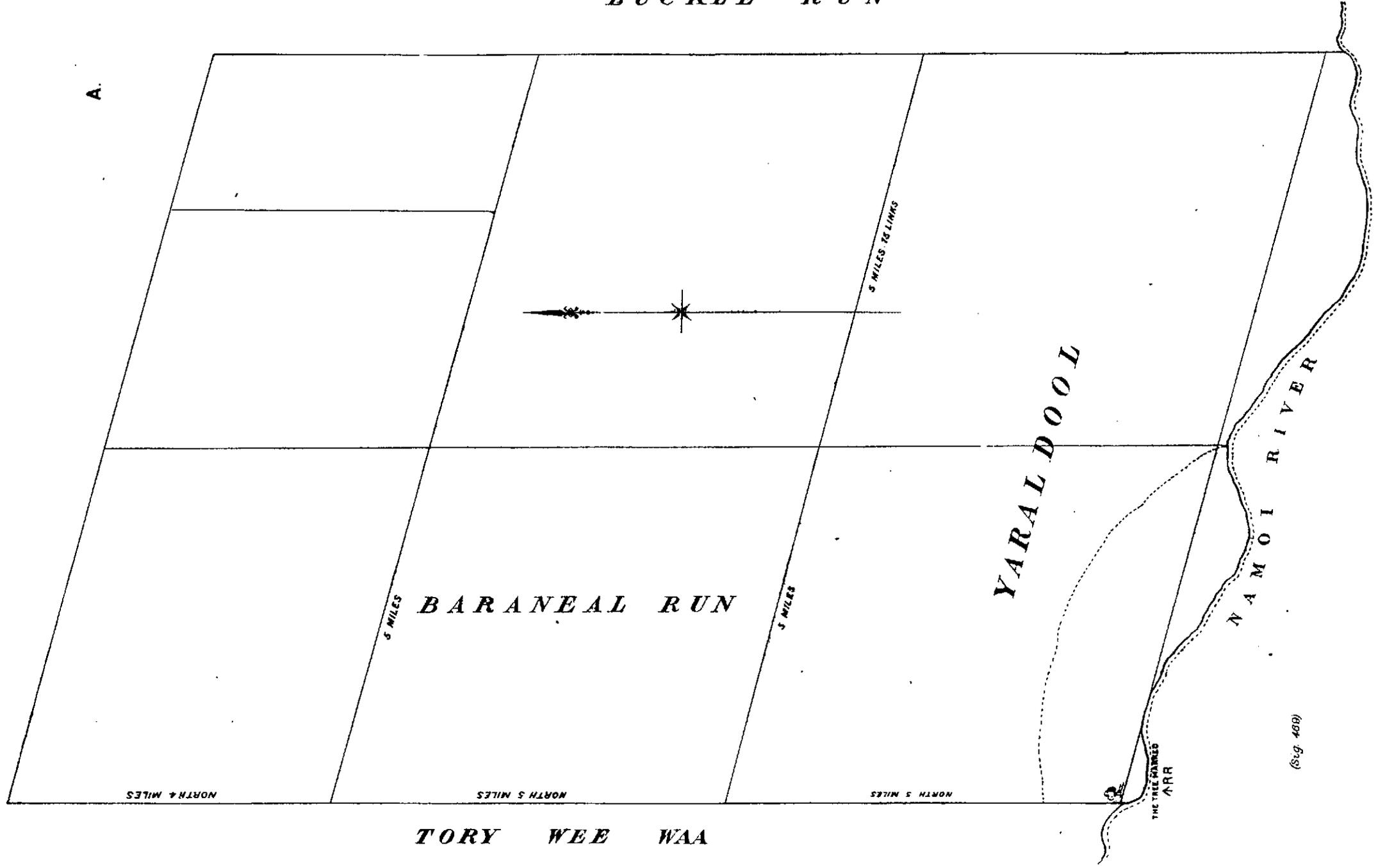
Your Petitioner therefore humbly prays that your Honorable House will take such steps as your Honorable House may deem proper and necessary for seeing that justice may be done to your Petitioner in the premises.

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

JOHN WHITFORD.

[One plan.]

BUCKLE RUN



A.

TORY WEE WAA

(S:G. 400)

1870-71.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

MRS. ELIZA COLWELL.

(PETITION.)

Ordered by the Legislative Assembly to be Printed, 21 April, 1871.

To the Members of the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of Eliza Colwell, of Wombelong Creek, in the district of Bligh, in the Colony of New South Wales,—

SHOWETH :—

That in or about the year 1855, your Petitioner located herself and family on Wombelong Creek, in the district of Bligh, with cattle; the locality in question having been pointed out to her as a vacant run, by Mr. John Anderson Robertson, then Commissioner of Crown Lands for the district; and your Petitioner applied to the then Government for a lease of the run occupied by her.

In the month of March, 1857, Messrs. Archibald and William Walker, the occupiers of the neighbouring runs of Narranan and Caleriwa, caused an action of ejectment to be commenced against your Petitioner; which action your Petitioner, having but small means, did not defend, but agreed with one Eckart, who was then Superintendent of the Messrs. Walker, to pay £25 and restrict her occupation to the south side of Wombelong Creek.

That a receipt was given by the said Eckart as follows :—

Wombelong, 21st May, 1857.

This is to certify that I have received this day, for Mr. Archibald Walker, £25 sterling, for all demands due to him from Charles Colwell.

Witness—EDWIN G. BLOOMFIELD.

E. ECKART.

That in the month of July, 1858, your Petitioner, at the suggestion of Colonel Barney, then the Chief Commissioner of Crown Lands, sent in an amended application for a lease of Wombelong South, on the 5th July, 1858.

That the stations of Narranan and Caleriwa passed from Messrs. Walker to Messrs. Riley and Bloomfield, and that in the month of September, 1860, Messrs. Henry Wilson Bloomfield and Euston Bloomfield, under pretence of executing a writ of *habere facias possessionem* in the action of ejectment at the suit of Walker, came to Petitioner's hut, on the south side of Wombelong Creek, turned out your Petitioner, her family, and all her goods, and burned down the hut and stockyards.

That thereupon, Petitioner brought an action against the Messrs. Bloomfield for breaking and entering her run called Wombelong, and destroying the hut, &c.

That the said Messrs. Bloomfield pleaded, among other things, that the said run of Wombelong was not Petitioner's run; and further justified their proceedings under the writ in the action of ejectment, alleging that the ground on which the hut stood was part of Caleriwa, of which run the writ commanded possession to be delivered.

That the case came on for trial before the late Mr. Justice Wise and a Jury of four, at Sydney, in the month of February, 1861, when a verdict was found for your Petitioner, with £150 damages.

That Mr. Justice Wise expressly put it to the Jury to say whether the place where the hut stood was part of Caleriwa, and the Jury found that it was not proved satisfactorily that it was.

That Petitioner built up the hut again, but some other members of the Bloomfield family again forcibly destroyed it; but your Petitioner was advised that, as they were men of no property, it was useless to bring another action against them.

That your Petitioner has again since erected the hut in same place, and still resides there.

That the defendants in the above-mentioned action moved for a new trial, but the Court sustained the verdict in favour of your Petitioner, and no new trial was granted.

That when the hut was destroyed, your Petitioner and family were exposed, with very imperfect shelter, for several days to the rain, and her health and that of some of her children has been permanently injured by such exposure.

That on the 4th of December, 1861, your Petitioner, through her attorney, again applied to the Chief Commissioner of Crown Lands that a lease of Wombelong South might be issued to your Petitioner, and it was urged upon Mr. Moriarty that the right to the disputed land had been decided in the action in favour of your Petitioner; but Mr. Moriarty, in his reply dated 6th January, 1862, denied that any notice could be taken of the proceedings in the action.

That your Petitioner submits that there could be no fairer tribunal to try her right to Wombelong Station than the Supreme Court, before an impartial Judge and Jury, and with witnesses on both sides examined on oath.

That your Petitioner, without imputing any corrupt motives to Mr. Moriarty, thinks he may have been unconsciously swayed in his inclination to ignore the judgment of the Supreme Court, by the fact of the existence of a relationship or connection by marriage between himself and the Messrs. Bloomfield.

That the lease of Wombelong has never been granted to your Petitioner, and that two actions of trespass have lately been commenced against her by Messrs. Bloomfield, Lamb, and Parbury, and Mr. Rouse, the now owner of Caleriwa, and one against her son by the former parties on the very land which was adjudicated on in the action above mentioned in 1860.

That in the original application by R. B. Dawson, agent for Charles Bury, dated 31st March, 1848, for a lease of Caleriwa, that station is described in the Government Gazette of the 21st September, 1848, page 1251, as 30,000 acres, whereas if what your Petitioner claims as Wombelong be included in it the area would be very much larger. The description moreover sets forth a run with north, south, east, and west boundaries; whereas the plans filed in the Supreme Court, by the plaintiff in the three last-mentioned actions, make the stations a triangular and not a square tract of country.

That your Petitioner caused several personal applications to be made to Mr. John Robertson, the present Member of the Clarence, while Secretary of Lands, and believes that had he continued in office justice would have been done to your Petitioner, as Mr. Robertson appeared to think that your Petitioner ought to have had the lease applied for. Petitioner was also, until recently, refused the right to free select on Wombelong Creek, on the ground that her free selection was part of Caleriwa.

That your Petitioner has always been and still is willing to arbitrate the matter in the mode prescribed by the Land Regulations, but Mr. Rouse has evaded and refused arbitration.

That your Petitioner has been harassed by law proceedings for the last ten years; and the various actions have been brought with no other intention than to crush her and her family by the amount of costs which must necessarily be incurred in defending them; and unless she can obtain the lease to which she believes herself by law to be justly entitled, she will be probably driven from the home which herself and family have occupied for more than eleven years.

Your Petitioner, therefore, humbly prays that your Honorable House will cause inquiry to be made, and that a survey of the land may be made, and a lease may be issued to her of the said station of Wombelong South, as applied for in the month of July, 1858.

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

her
ELIZA x COLWELL.
mark

1870-71.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MR. CHRISTOPHER McRAE.

(PETITION.)

Ordered by the Legislative Assembly to be Printed, 26 April, 1871.

To the Honorable the Legislative Assembly of New South Wales.

The Petition of Christopher McRae, of Parramatta, grazier,—

MOST RESPECTFULLY SHOWETH,—

That your Petitioner, in conjunction with his partners, John Rider Jones and Mary Ann Sheridan, has for many years occupied, as a tenant of the Crown, certain runs in the District of Bligh, known as Mowlua and Willegaa.

That on the expiration, in the year one thousand eight hundred and sixty-five, of the leases of the said runs, held under the Orders in Council, and as a preliminary to their conversion into leases under the Crown Lands Occupation Act of 1861, your Petitioner received notice from the Government of the appointment of Robert Adamson Rodd, Esq., as an appraiser to determine the fair annual value to be paid by way of rent under such new leases, and was invited either to concur in Mr. Rodd's acting as sole appraiser under the said Act, or to nominate an appraiser on his own behalf to act in concert with that gentleman.

That your Petitioner concurred in the appointment of Mr. Rodd as sole appraiser, always supposing that the appraisement would be conducted in the manner directed by the said Act, which requires amongst other things that before an appraiser shall enter upon the consideration of any matter referred to him, he shall make and subscribe before a Justice of the Peace a declaration in the form therein prescribed.

That the said appraiser entered upon the said matter, and made and declared in open Court his appraisement of the runs of your Petitioner, as well as others, without having made or subscribed the declaration in question, and moreover placed upon the runs of your Petitioner a rent altogether in excess of their fair annual value, which rent your Petitioner was called upon to pay, and paid for several years under protest.

That while your Petitioner concurred in Mr. Rodd's acting as sole appraiser in the manner provided by the Act, and could not therefore have claimed relief from the appraisement, however oppressive, if made in accordance with the law, he did not concur and would not have concurred in his runs being appraised by a sole appraiser who was not restrained by the obligations considered necessary and imposed by the Legislature; and shortly after becoming acquainted with the circumstances he addressed to the Minister for Lands, in the year one thousand eight hundred and sixty-six, a remonstrance and protest against the irregular appraisement made by Mr. Rodd, and the extravagant and oppressive amount of the rent thereby placed upon his runs.

That your Petitioner's appeals were not entertained, though renewed from time to time, until recently; and then finding that the relief which he had so long claimed in vain, as a measure of justice, had been extended on grounds similar to those which he had urged, to other parties, whose cases, as he pointed out in his correspondence, had presented circumstances less entitling them to consideration,—your Petitioner again pressed upon the Government his claim for a re-appraisement and rebate of the excessive rent which he had been compelled to pay, and his claim was so far admitted that a refund of the amount paid in excess of a recent appraisement was allowed him for the last year of the term of his leases, leaving your Petitioner without relief for the other four years, during which he had been exposed to an exaction admittedly oppressive and illegal.

That your Petitioner has represented to the Honorable the Minister for Lands that the partial reparation that has been made him, while proving the justice of his claims, fails to do justice to them, and is based upon no principle, and has pointed out that they must have been either altogether inadmissible or entitled to full admission, as the other claims to which he has alluded, but your Petitioner has failed to obtain the reconsideration of his case.

That your Petitioner, claiming nothing but justice, which has been denied him, and feeling that for this he is entitled to appeal to your Honorable House, would respectfully represent that it is but just that the same concession which has been made to other parties in similar, but less oppressive, circumstances, should not be withheld from him, and that the wrong which during several years he suffered (and which is admitted) should be righted as fully as in other cases.

Your Petitioner therefore most respectfully prays that your Honorable House may be pleased to cause enquiry to be made into the circumstances, and to take the same into due and gracious consideration.

And your Petitioner will ever pray, &c., &c.

(Signed) CHRISTOPHER McRAE,
Parramatta, April 24, 1871.

1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

GOLD COMMISSIONER FOR BRAIDWOOD.

(PETITION—CERTAIN MINERS AND OTHERS OF BRAIDWOOD.)

Ordered by the Legislative Assembly to be Printed, 7 September, 1870.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.

The Petition of the Electors and Miners of the District of Braidwood, in Public Meeting assembled,—
RESPECTFULLY SHOWETH:—

That your Petitioners view with considerable alarm the unnecessary delay and inconvenience in the settlement of mining disputes in this district.

And your Petitioners believe the immediate appointment of a Gold Commissioner would meet the present requirements of the miners in the district aforesaid.

That your Petitioners are of opinion the expense attending the appointment of the Commissioner aforesaid would be amply met by proper supervision in causing the issue of miners' rights.

Your Petitioners therefore humbly pray that your Honorable House will take this Petition into consideration.

And your Petitioners will ever pray.

[Here follow 255 Signatures.]

1870.

NEW SOUTH WALES.

GOLD FIELDS ACT.

(NEW REGULATIONS.)

Presented to Parliament, in accordance with the provisions of the 13th clause of the Act.

Department of Lands,
Sydney, 30 September, 1870.

REGULATIONS—GOLD FIELDS.

HIS Excellency the Governor, with the advice of the Executive Council, has been pleased to approve of the following new Regulations, made in pursuance of the Gold Fields Act of 1866.

JOHN ROBERTSON.

1. Sections 96 and 99 of the Gold Fields Regulations of 14th September, 1869, are hereby repealed, and clause 16 of the Regulations of 17th February, 1870.

Width of frontage claims.

2. The width finally to be allotted for a frontage claim after the gold shall have been struck shall not exceed 160 feet, unless when the depth of sinking shall be found to exceed 200 feet, after which an additional width not exceeding 20 feet shall be allotted for every 100 feet in depth; and the depth of sinking for any lead or portion of a lead shall be determined without reference to the depth of any particular shaft.

Effective working of claims required.

3. The working of all claims shall be effectively commenced, and carried forward continuously, after the expiration of three clear days from the time of taking possession; but in the case of a duly declared lead, the registered claims shall not be required to be so worked, except the twelve claims, whether amalgamated or not, on either line of lead next onwards from the prospect claim, and afterwards in advance of the last payable shaft.

Commissioner in charge may proclaim "frontage system."

4. The Commissioner in charge may at any time declare any gold field or division of a gold field, as regards alluvial workings, to be under the "frontage system."

5. Where the depth of sinking shall exceed 60 feet, the frontage system shall be deemed to be in operation, and the lead declared to the extent of 1 mile on each side of the prospecting claim or shaft; and all claims previously held on such lead shall be cancelled, and the holders thereof shall be entitled to occupy claims according to their priority of occupation on the lead, excepting where any claim-holder may have sunk a shaft at least 20 feet in depth, in which case he shall be entitled to the claim in which his shaft is situated.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

GOLD FIELDS COMMISSION.

(STATEMENT SHEWING AMOUNTS PAID TO EACH MEMBER OF, RESPECTIVELY.)

*Ordered by the Legislative Assembly to be Printed, 15 November, 1870.**[Laid on Table in reply to Question No. 2, in Votes and Proceedings No. 53, Tuesday, 15 November, 1870.]*

STATEMENT showing the respective amounts paid to each Member of the Gold Fields Commission, from the date of their appointment to the date of last payment.

Particulars.	No. of days.	Amount.	Total.
J. G. L. Innes—		£ s. d.	£ s. d.
14th to 30th June...	17	71 8 0	
1st to 31st July ...	31	151 4 0	
1st to 3rd August...	3	} 127 1 0	
9th to 31st August ...	23		
1st to 5th September ...	5	} 118 13 0	
12th to 30th September ...	19		
			468 6 0
Edward Coombes—			
15th to 30th June...	16	50 8 0	
1st to 31st July ...	31	108 3 0	
1st to 31st August ...	31	111 16 6	
1st to 5th September ...	5	} 85 1 0	
12th to 30th September ...	19		
			355 8 6
Richard Frappell—			
14th to 30th June...	17	53 11 0	
1st to 31st July ...	31	108 3 0	
1st to 31st August ...	31	111 16 6	
1st to 5th September ...	5	} 85 1 0	
12th to 30th September ...	19		
			358 11 6
H. A. Thompson—			
14th to 30th June...	17	53 11 0	
1st to 31st July ...	31	108 3 0	
1st to 31st August ...	31	117 1 6	
1st to 5th September ...	5	} 85 1 0	
12th to 30th September ...	19		
			363 16 6
B. A. Baker—			
17th to 30th June...	14	44 2 0	
1st to 31st July ...	31	108 3 0	
1st to 31st August ...	31	111 6 0	
1st to 5th September ...	5	} 81 18 0	
13th to 30th September ...	18		
			345 9 0
TOTAL ...			£ 1,891 11 6

The Treasury, New South Wales,
11 November, 1870.GEORGE LAYTON,
Accountant.

1870-71.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

GOLD FIELDS COMMISSION.

(STATEMENT SHOWING PARTICULARS OF AMOUNTS PAID TO EACH MEMBER OF.)

Ordered by the Legislative Assembly to be Printed, 14 March, 1871.

Laid on Table, in reply to Question No. 2, in Votes and Proceedings, No. 100, Tuesday, 14 March, 1871.

RETURN showing particulars of the amounts paid to each Member of the Gold Fields Commission.

Name.	Period.		No. of Days.	Fees.	Travelling Expenses, &c.	Total.		
	From	To						
J. G. L. Innes	1870.	1870.		£ s. d.	£ s. d.	£ s. d.		
	14 June.....	30 June.....	17	71 8 0	596 8 0		
	1 July.....	31 July.....	31	130 4 0	21 0 0			
	1 Aug.....	3 Aug.....	3	12 12 0	17 17 0			
	9 Aug.....	31 Aug.....	23	96 12 0				
	1 Sept.....	5 Sept.....	5	21 0 0	17 17 0			
	12 Sept.....	30 Sept.....	19	79 16 0				
	1 Oct.....	2 Oct.....	2	8 8 0	16 16 0			
	8 Oct.....	14 Oct.....	7	29 8 0				
	24 Oct.....	31 Oct.....	8	33 12 0				
	23 Nov.....	30 Nov.....	8	33 12 0	6 6 0			
					516 12 0		79 16 0	
	E. Coombes	15 June.....	30 June.....	16	50 8 0		495 1 6
1 July.....		31 July.....	31	97 13 0	10 10 0			
1 Aug.....		31 Aug.....	31	97 13 0	14 3 6			
1 Sept.....		5 Sept.....	5	15 15 0	9 9 0			
12 Sept.....		30 Sept.....	19	59 17 0				
1 Oct.....		23 Oct.....	23	72 9 0	12 1 6			
1 Nov.....		15 Nov.....	15	47 5 0	7 17 6			
				441 0 0	54 1 6			
H. A. Thompson	14 June.....	30 June.....	17	53 11 0	598 10 0		
	1 July.....	31 July.....	31	97 13 0	10 10 0			
	1 Aug.....	31 Aug.....	31	97 13 0	19 8 6			
	1 Sept.....	5 Sept.....	5	15 15 0	9 9 0			
	12 Sept.....	30 Sept.....	19	59 17 0				
	1 Oct.....	31 Oct.....	31	97 13 0	16 5 6			
	1 Nov.....	30 Nov.....	30	94 10 0	26 5 0			
				516 12 0	81 18 0			
R. Frappell	14 June.....	30 June.....	17	53 11 0	589 1 0		
	1 July.....	31 July.....	31	97 13 0	10 10 0			
	1 Aug.....	31 Aug.....	31	97 13 0	14 3 6			
	1 Sept.....	5 Sept.....	5	15 15 0	9 9 0			
	12 Sept.....	30 Sept.....	19	59 17 0				
	1 Oct.....	31 Oct.....	31	97 13 0	23 12 6			
	1 Nov.....	30 Nov.....	30	94 10 0	14 14 0			
				516 12 0	72 9 0			
E. A. Baker	17 June.....	30 June.....	14	44 2 0	510 16 6		
	1 July.....	31 July.....	31	97 13 0	10 10 0			
	1 Aug.....	31 Aug.....	31	97 13 0	13 13 0			
	1 Sept.....	5 Sept.....	5	15 15 0	9 9 0			
	13 Sept.....	30 Sept.....	18	56 14 0				
	1 Oct.....	28 Oct.....	28	88 4 0	14 14 0			
	1 Nov.....	17 Nov.....	17	53 11 0	8 18 6			
				453 12 0	57 4 6			
						510 16 6		
					Total	£ 2,789 17 0		

NOTE.—The President received a fee of £4 4s., and Members, £3 3s. each per day.

The Treasury, New South Wales,
13th March, 1871.

GEORGE LAYTON,
Accountant.

1870.

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 LEGISLATIVE ASSEMBLY.
 NEW SOUTH WALES.

JOSEPH NATHANIEL COOKE.
 (PETITION.)

Ordered by the Legislative Assembly to be Printed, 8 December, 1870.

Nerrigundah, November 26th, 1870.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of Joseph Nathaniel Cooke, Gold Miner, of Nerrigundah,—

RESPECTFULLY SHOWETH:—

That on the 18th December, 1868, in the Court-house at Nerrigundah, W. S. Caswell, Esq., Police Magistrate of Moruya, ordered Constable Irwin to give sixteen pennyweights seventeen grains of gold—one-fourth share is the property of J. N. Cooke—to John Galligan, gold miner. Mr. Caswell further said—"Galligan, you can do as you like with it; and if Cooke does not like it he can summons you before me." The case was not tried. J. N. Cooke can bring a Magistrate and others to prove complaint. And, and on the 23rd of the same month, John Galligan took one-fourth share of seven pennyweights eight grains of gold, the property of J. N. Cooke. Galligan said Mr. Caswell had given him authority.

May it please your Honorable House that Petitioner has a wife and seven young children dependent upon him for support, from the frequent losses he has sustained by the remissness of W. S. Caswell, Esq., Police Magistrate, between the period of the 18th December, 1868, and the 29th of October, 1869.

Joseph Nathaniel Cooke (Petition of), ordered by the Legislative Assembly to be printed, 24 February, 1870, will show he is compelled to apply to your Honorable House to legislate in his favour.

Your Petitioner not being able to bear up against the above-mentioned losses, humbly prays that your Honorable House will inquire into his case, and will favourably entertain this his Petition, and legislate thereupon as your Honorable House may deem expedient.

And, as in duty bound, Petitioner will ever humbly pray, &c.

JOSEPH NATHANIEL COOKE.

1870-71.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

DISCOVERY OF GOLD.

(PETITION—MESSRS. WILLIAM TOM, JOHN H. A. LISTER, AND JAMES TOM.)

Ordered by the Legislative Assembly to be Printed, 10 February, 1871.

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

The humble Petition of William Tom, the younger, of Rob Roy, Guyong, in the Colony of New South Wales, farmer,—John Hardman Australia Lister, of Guyong, aforesaid, farmer,—and James Tom, of Melbourne, in the Colony of Victoria, settler,—

SHOWETH:—

That early in the month of February, 1851, Mr. Edmund Hammond Hargreaves arrived at what is now known by the name of the Guyong Inn, situate about 24 miles from Bathurst, on the Wellington Road. He arrived at the inn, and informed Mrs. Lister (the mother of your Petitioner John Hardman Australia Lister), and your Petitioner John Hardman Australia Lister, that he was on his way to Wellington in search of gold, whereupon your Petitioner John Hardman Australia Lister showed him some stones, which your Petitioner John Hardman Australia Lister supposed to indicate the presence of auriferous matter, and which your Petitioner John Hardman Australia Lister had brought from the Turon and Macquarie Mountains and River, and which had been picked up by him in his peregrinations in search of gold in those localities. After some conversation with your Petitioner John Hardman Australia Lister, Mr. Hargreaves gave up the idea of going to Wellington; and it was agreed between him and your Petitioner John Hardman Australia Lister that they should become partners or colleagues in searching for gold; and accordingly, on the 12th February, 1851, your Petitioner John Hardman Australia Lister and Mr. Hargreaves commenced their search, and your Petitioner John Hardman Australia Lister took Mr. Hargreaves to a part of the country within three or four miles of what now bears the name of Ophir, on the Lewis Pond Creek, where Mr. Hargreaves washed several panfuls of earth, from which he obtained four or five minute specks of gold, thus verifying an opinion long before entertained that this was a gold country. Having proceeded thus far, the next object which your Petitioner John Hardman Australia Lister and Mr. Hargreaves had in view was, the discovering a payable or working gold field. After this, your Petitioner John Hardman Australia Lister and Mr. Hargreaves determined to further prosecute their inquiries for a payable gold field, and to proceed down the Macquarie River and thoroughly examine the creeks in the neighbourhood of Ophir; and not being acquainted with the bush or the country they were about to explore, they agreed with your Petitioner James Tom, who knew the whole of the country well, that he should join them in their search, with the full understanding that each person was to share alike in any benefits to be derived from their joint exertions, to which he consented; and after explaining to him the method of washing gold, your Petitioners John Hardman Australia Lister and James Tom started with the said Mr. Hargreaves on their journey, and after being engaged some days on their search, returned without having made the discovery of a working gold field. This journey being over, Mr. Hargreaves prospected no more in the Lewis Ponds and Ophir neighbourhood, but probably thinking a gold field might be found about Wellington, he made a journey thither, and after a lengthened exploration of that district he returned to Guyong without having met with any success. On his return to Guyong, Mr. Hargreaves informed your Petitioners he was obliged to return home, and your Petitioner James Tom having to go to Adelaide on business, it was arranged that your Petitioner William Tom should take his place and continue, in company with your Petitioner John Hardman Australia Lister, the inquiries in search of gold, your Petitioners having determined, if possible, to ascertain if Australian soil would pay for working. When Mr. Hargreaves was about to start from Guyong, he told your Petitioners that as soon as he arrived home he would make a tour to Moreton Bay, and give the whole of that part of the Colony a thorough search, and that if he did not succeed in finding gold in payable quantities, he would go to California immediately on his return; but if he did succeed in finding gold, he would let your Petitioners know as quickly as possible after the discovery. Your Petitioners made a similar promise to Mr. Hargreaves, as to informing him of the success of their search. Upon this understanding your Petitioners and Mr. Hargreaves parted.

This agreement having been made between your Petitioners and Mr. Hargreaves, your Petitioners John Hardman Australia Lister and William Tom started from Guyong on the morning of the 7th of April, 1851; and from the circumstance of a piece of gold having been picked up some time previously at a place now known by the name of the Fitz Roy Bar, your Petitioner William Tom suggested to your Petitioner John Hardman Australia Lister the importance of making a good search on that Bar; and the suggestion being approved of, your Petitioners William Tom and John Hardman Australia Lister repaired thither, and upon arriving at the place, your Petitioners turned out their horses, and after partaking of some refreshments, which they had with them, commenced searching for gold; and after looking for about ten minutes, your Petitioner William Tom succeeded in finding a piece of gold worth about £2 7s. This circumstance encouraged your Petitioners to prosecute their search further, and induced them to go into the mountains around the next morning for the cradle, which had been made by your

Petitioner William Tom on a previous occasion, for the purpose of prospecting, and hid by him. About 2 o'clock the same day your Petitioners commenced working at the Bar, and by sun-set had accumulated about 30s. worth of gold dust, besides a nugget weighing about a quarter of an ounce. The next day your Petitioners collected about 300 grains weight of gold, and the day after about £2 worth. In prosecuting their labours your Petitioners carried the soil they dug up to the cradle in two 3-bushel bags.

As your Petitioners had now succeeded in ascertaining that the ground would pay for working, they determined upon proceeding down the creek to see if they could find any pieces or lumps of gold, in case any were exposed to view from the washing away of the soil by the water. Accordingly they saddled their horses and proceeded to where a tributary creek emptied itself into the main creek, and your Petitioner John Hardman Australia Lister picked up a piece of gold immediately at the junction of the two creeks which weighed eight sovereigns. John Hardman Australia Lister first saw this piece of gold while sitting on horseback; it was held above the ground, a portion of it being wrapped round the root of a tree. Your Petitioners' provisions being by this time exhausted, they were obliged to return home to Guyong the following day.

Your Petitioners communicated the result of their search to Mr. Hargreaves at the earliest opportunity they had, according to the agreement made between them before alluded to; and considering themselves indebted to him for a knowledge how to procure gold by the use of the tin dish, your Petitioners placed in his hands all the gold they had procured as before stated, in order that he might on behalf of your Petitioners and himself disclose the discovery made by your Petitioners to the Government, as his discretion and sense of honor might dictate. The money arising from the sale of gold we had procured was received by Mr. Hargreaves, and by him divided equally between your Petitioners and himself. Your Petitioners respectfully submit to your Honorable House that this fact shows conclusively the fact of the agreement between your Petitioners and Mr. Hargreaves, and the understanding that any profit arising from the gold actually discovered was to be shared between Mr. Hargreaves and your Petitioners as partners in the business.

While your Petitioners admit that Mr. Hargreaves, as a partner with your Petitioners, was entitled to participate in the profits of the gold actually found in the course of their search, by virtue of the agreement between them before referred to, they respectfully submit to your Honorable House that they themselves were primarily entitled to be considered as such real and *bond fide* discoverers of such gold field, because they actually discovered such gold field in Mr. Hargreaves' absence from the spot where the discovery was first made.

In the year 1853, the then Government of the Colony made a grant to your Petitioners, upon the foregoing facts being brought to their knowledge, of £1,000, of which your Petitioners each received a third part, and this is the only sum ever received by your Petitioners from the Government for their discovery.

Your Petitioners entrusted the prosecution of their claims upon the then Government of the Colony to Mr. Hargreaves; and they have every reason to believe, from facts which subsequently came to their knowledge, that he did not fairly represent your Petitioners' share in the discovery, but that he gave an unfair prominence or importance to his own exertions to the prejudice of your Petitioners.

As a further reason in support of your Petitioners' claim as the discoverers of the first payable gold field in Australia, they beg to state, for the information of your Honorable House, that during the time Mr. Hargreaves and themselves were engaged in their searches for gold your Petitioners themselves paid Mr. Hargreaves' expenses consequent upon such search, and they did so in virtue of the agreement between themselves and Mr. Hargreaves before referred to. These expenses your Petitioners have never been repaid.

Your Petitioners have been informed a grant was made to Mr. Hargreaves, in or about the year 1853, of a large sum of money as a reward for his being the first or sole discoverer of a payable gold field, and that such sum was duly paid to him.

Your Petitioners have delayed bringing their claim before your Honorable House until the present time, solely that time might be given for the development of the resources of the gold fields of Australia, and in order that their value might be ascertained; and they submit that now the extent and value of such gold fields are fully known, they have a fair right to present their claims to your Honorable House as the first discoverers of the same as producing gold in payable quantities, and as being the persons by whose means the public attention was directed to the subject.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to appoint a Committee to consider the prayer of this their Petition, and to report to your Honorable House whether or not your Petitioners are entitled to be considered the real and *bond fide* discoverers of the first payable gold field in Australia; and if necessary, that your Petitioners may be at liberty to give evidence before such Committee in support of their claims, and may be heard by counsel in support thereof, either at the Bar of your Honorable House or before such Committee.

And your Petitioners, as in duty bound, will ever pray, &c.

WILLIAM TOM, JUNR.

J. H. A. LISTER.

JAMES TOM,

(By his Agent,—WILLIAM TOM, JUNR.)

1870-71.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

COAL FIELDS.

(REPORT FROM EXAMINER OF, FOR 1870.)

Ordered by the Legislative Assembly to be Printed, 25 April, 1871.

REPORT from the Examiner of Coal Fields upon the condition and prospects of the Coal Fields, for the year 1870.

THE AUSTRALIAN AGRICULTURAL COMPANY'S COLLIERY, NEWCASTLE.

Depth of working shaft from surface to bottom of working seam, 186 feet 6 inches.

Section of seam—Top coal	...	...	...	...	...	ft. in.
Band	...	...	...	...	...	6 0
Little tops	...	...	...	...	...	0 8
Band	...	...	...	...	...	1 0
Bottom coal	...	...	...	...	...	0 10
						3 0
						11 6
Deduct bands	...	...	...	...	...	1 6
Clean coal worked feet	...	...	...	...	...	10 0

The whole seam is worked, and is all of one quality. The bord and wall method of working is exclusively adopted, *i.e.*, bords or working spaces are turned off 4 yards wide, and when 4 yards from the heading are laid out to 8 yards wide, the length of pillar varying from 50 to 60 yards. Headings are 6 feet wide.

There are thirty horses and ponies employed underground at present, but an underground engine of 25-horse power is now ready for work, hauling the coal from the dip workings, which will replace a number of the horses. The engine is supplied by steam conveyed down the working shaft in 4-inch pipes, from boilers near the winding engine. The engine at the surface is a horizontal high pressure of 60-horse power, and is employed in winding coal and pumping water.

The principal markets supplied by this Company are China, India, Galle, Mauritius, Melbourne, Geelong, Sydney, Adelaide, and other intercolonial ports. The dip of the seam is south 45 east 5 degrees.

There are 460 men and boys employed on surface and underground at this pit; and between the 1st January and the 22nd November of this year there has been raised a total of 168,483 tons of coal, of which 35,108 was small coal, and 230 tons consumed at the works. The average get of best coal per week is about 3,000 tons.

WARATAH COMPANY'S COLLIERY.

The seam is approached by two tunnels, but only one is worked at present.

Section of the seam, which has a light grey freestone roof:—

Good coal	...	...	...	...	...	ft. in.
Stone-band	...	...	...	...	...	2 6
Good coal	...	...	...	...	...	0 1
Stone-band	...	...	...	...	...	1 8
Good coal	...	...	...	...	...	0 1
						4 2
						8 6
Deduct bands	...	...	...	...	...	0 2
Section worked	...	...	...	...	...	8 4

The seam is of one quality throughout of good coal. The usual bord and wall system of working is adopted; the two lowest portions of the seam being worked first, and then the 2 feet 6 inches of top coal brought back. Fourteen horses are employed underground; no engine power. Dip of seam, north 45 west 5 degrees.

There are 144 men and boys employed, and raise at present about 150 tons per day of best coal. The principal markets supplied are India, China, Java, Mauritius, New Caledonia, and all intercolonial ports.

LAMBTON COLLIERY.

Depth of working shaft, 35 feet 6 inches, 9 feet diameter.
Section of seam from shill or floor line to band :—

	ft.	in.
Good coal	4	0
Slate-band	0	0 $\frac{1}{4}$
Good coal	2	0
Slate-band	0	0 $\frac{1}{2}$
Good coal (called top coal)	2	6
Soft clay-band	0	0 $\frac{3}{4}$
Coal not worked	0	10
Total thickness	9	5 $\frac{3}{4}$

The depth of the ventilating shaft is 112 feet, diameter 7 feet. The depth of the South Pit is nearly 400 feet, and at the bottom of this shaft there is at present erecting the largest ventilating furnace in the Colony, having a fire surface of 200 feet area.

The line of dip varies from south to 10 east of south, and is subject as in other collieries to undulations. The rate of dip is 2 degrees. The cleavage of the coal is about 45 west, south 45 east, in parallel lines.

The coal is worked on the pillar and wall principle, the bords being 8 yards wide; pillars varying from 3 to 15 yards. The coal is brought from the dip workings by engine power over inclined planes, there being at present two of these, each over half a mile long. To the Manager, Mr. Croudace, is due the credit of introducing this system of working, and it is being adopted in the other collieries.

The total number of men and boys employed varies from 270 to 280. Of these 230 are miners. Miners can earn on a fair average about 12 shillings each per day.

The coal sells at the highest rates, and, with other coals from New South Wales, was tested by the English Government at the Woolwich yards, and found to be equal to good English coal.

This colliery is the property of the Scottish Australian Mining Company, Messrs. Morchead & Young, of Sydney, who are the Colonial Directors and Representatives of the Company. The Manager, Mr. Croudace, M.I.M.E., London, and F.R.S., Sydney.

The average daily production of sound coal is 650 tons.

NEW LAMBTON COLLIERY.

Messrs. James and Alexander Brown.

The seam furnishes 8 feet 1 inch of good coal, of one quality throughout, and is the same as that worked by the Lambton and Waratah Companies. The method of working adopted here is the usual bord and wall system of the district.

There are 21 horses employed underground; there is also a 12-horse power engine underground, for hauling coal from the dip workings to a station near the working pit. There is one 25-horse power engine at the surface, for winding coal and pumping water from the working shaft. Direction of the dip of the seam is south 2 east 2 degrees.

There are 315 men and boys employed underground, and aboveground 38, in all 353. The pit is raising on an average 550 tons per day of best coal. Principal markets supplied, China, India, Mauritius, Adelaide, Melbourne, Tasmania, New Zealand, Sydney, and other intercolonial ports.

WALLSEND COMPANY'S COLLIERY.

The depth of the pit from the surface to the bottom of the seam in this colliery is 265 feet 9 inches. The seam is 8 feet thick, and the whole of the seam is worked, and the coal is of one quality throughout.

The method of working is the usual bord and wall system of the district, *i.e.*, bords 8 yards wide driven on the face of the coal for 50 yards, then brought into 6 yards wide, and holed over on each side at right angles (or heading course) for 6 yards. Pillars are also taken out.

There are 22 horses employed underground for drawing coal, and 2 on surface at sidings for pits. There are three engines employed at the two pits :—

A 25-horse power engine at B pit, for winding coal.

A 45-horse power engine at C pit, for winding coal and pumping water.

A 15-horse power engine at the C pit, for hauling coal underground.

The dip of the seam is south 6 west 2 degrees.

There are 330 men and boys employed underground at the B and C pits, and 75 on the surface; total, 405. The pits together raise 800 tons of best coal per day.

The principal markets supplied are San Francisco, China, India, and intercolonial ports.

CO-OPERATIVE COLLIERY, MESSRS. LAIDLIEY, IRELAND, & Co.

A tunnel is used here for bringing the coal to the surface, and at a short distance from the mouth the seam presents the following sections :—

Roof is of stone and grey shale.

	ft.	in.
Good coal... ..	2	6
Stony-band	0	0 $\frac{1}{2}$
Good coal... ..	2	0
Stony-band	0	1
Good coal... ..	4	0
	8	7 $\frac{1}{2}$
Deduct bands	0	1 $\frac{1}{2}$
Working section	8	6

The whole of the coal in this seam is worked, and is of good quality throughout. A new shaft has been lately sunk for a pumping and furnace shaft, about 800 yards from the mouth of the present tunnel.

The usual method of the district is adopted here in working, viz., bord and wall, *i.e.*, bords are driven 8 yards wide for 50 yards, walls 6 feet wide, pillars left 4 yards wide but afterwards taken out. The seam is worked in two sections, viz. :—First 6 feet from bottom, and on holing of each bord the 2 ft. 6 in. of top coal is taken down.

There are 7 horses employed underground, and one on the surface.

The dip of the seam is south to 10 east of south 2 degrees.

THE RED HEAD TUNNEL, BURWOOD COLLIERY.

The working seam at the tunnel mouth presents the following section :—

	ft.	in.	
Coal... ..	3	0	unworked.
Stone-band	0	4	do.
Coal... ..	2	9	worked.
Fire-clay	0	2	do.
Coal (coarse)	0	6	
Coal... ..	2	6	worked.
	<hr/>	<hr/>	
	9	3	
	<hr/>	<hr/>	

Only 5 feet 3 inches of the seam is worked at present, and is all of one quality.

The pillar and wall method is adopted here, similar to that of the Australian Agricultural Company.

There are only two horses employed underground for drawing coal from the miners to the foot of the engine bank. One hauling engine at surface of 10-horse power is used for drawing coal out of the tunnel to a station near the screens.

The principal market supplied is Sydney. Dip of seam, south 2 east 4 degrees.

There are 51 men employed both underground and surface, and are raising on an average 80 tons per day.

WOODFORD COLLIERY.

This is called the New Colliery, and is the property of Messrs. O'Brien & Co.

The depth of the working pit is 103 feet 6 inches from the surface to the floor of the seam, and the seam yields 5 feet 11 inches of good coal.

The bord and wall system of working is generally adopted. There are no horses employed underground. There is an engine at surface for winding coal and pumping water. The direction of the dip of the seam is south 75 west 4 degrees.

The coal has not yet found a market, as the Colliery only resumed operations in August last. Samples of the coal have been sent to the Sydney and Melbourne Gas Works, and to the "New England" steamer, and their reports of the quality of the coal are favourable.

There is only one shaft at present sunk to the working seam.

FOUR-MILE CREEK COLLIERY.

Worked by Mr. Mitchell.

The coal worked here is locally known as the Inganee Seam, on the property of Fane De Salis, Esq.

The depth of the pit from the surface to the bottom of the seam worked is 93 feet 6 inches, and gives 8 feet 3 inches of coal, a portion of which is a good splint steam coal.

The mode of working is bord and wall. The coal is lifted to the surface by a horse-gin; there are five men and one boy employed. The extraction on an average is 10 tons per day, mostly sent to the steamers at Morpeth. Dip of seam, south 45 west 5 degrees.

NOTT'S FOUR-MILE CREEK COLLIERY.

Working also the Inganee Seam. Depth of pit to the floor of seam, 30 feet; thickness of seam 8 feet 1 inch, of which 4 feet of splint and shewy coal is mainly worked. Bord and wall system of working. A horse-gin at surface for raising the coal. At a small pit near the working pit, one 8-horse power engine is employed to keep the mine clear of water. Dip of seam, south 45 west 5 degrees.

There are fifteen men and boys employed raising 30 tons per day, which is carted to Morpeth for the steamers of the Hunter River.

FOUR-MILE CREEK COLLIERIES.

Mr. Tulip, a well-known mine master, has lately sunk a new pit to the Inganee Seam, which he struck on the 2nd November.

Nothing has been yet done to work the seam. Men are engaged in erecting a platform and screen.

RATHLUBA COLLIERY.

Near the Four-mile Creek Collieries.

A new pit is now sinking here, by Mr. Burke, of East Maitland. Present depth of shaft, 22 feet.

RIX'S CREEK COLLIERY, NEAR SINGLETON.

This colliery is on the estate of Mr. Campbell, of Sydney, and is now worked by him.

The depth of the pit is 74 feet 7 inches; the seam gives nearly 9 feet of good coal, and is chiefly worked for the supply of Singleton, and employs four men and a boy.

The Great Northern Railway engines use the coal between Singleton and Muswellbrook.

SOUTHERN

SOUTHERN COLLIERIES.

The seams of the Southern Coal Fields mainly correspond with those of the North, with the difference that whereas in the north the seams are mostly reached by sinking pits from 50 to 300 feet depth, in the south seams are high above the sea level in the Wollongong Range; and the upper seam, which is capped by about 700 feet of sandstone, is the principal seam worked.

The dip of the seam is 1 in 20 to the north-west, and the seam varies in thickness from 8 to 10 feet. The coal is an excellent dry steam coal.

THE BULLI COAL COMPANY.

The seam at this Company's workings is from 8 to 10 feet thick; they employ ninety men, and raised 64,000 tons of coal in 1869.

MOUNT PLEASANT MINE.

This mine is worked by the Honorable James Byrnes. Twenty-five men are employed; raised 17,014 tons in 1869.

AMERICA CREEK PETROLEUM SHALE AND COAL MINE.

Mr. Graham's.

There is here a complete establishment for the distillation of petroleum oil from a rich shale which intercalates with the coal of the fourth seam. Of this shale 3,000 tons were extracted for the oil manufacture in 1869, and 1,300 tons of coal for working the retorts of the factory. Eleven men are employed in the work.

SUTTON FOREST.

Messrs. Larkin are sinking a pit near the Southern Railway, at Sutton Forest, but it is not yet in working order.

THE CATARACT, NEAR BERRIMA.

A good seam of coal has been opened here.

BURRANGONG.

There are seams of petroleum coal in the Burrangong Ranges, but they are not worked, from the difficulties of access and transport of material.

THE WESTERN COAL FIELD.

The progress of the Railway towards Bathurst has given great activity to the opening of the main coal seam in the Western District, which extends over a large area, and is about 10 feet in thickness, the coal being of good quality.

The principal trial drifts are at Bowenfells and Lithgow Valley; and when the Railway shall be completed to Bathurst there will be considerable demand for this coal.

Mr. Brown, Mr. Andrew Brown, Messrs. Saywell and Garsed, Messrs. Mackenzie, Messrs. Wooley, Anderson and Poole, are all actively engaged in efforts to develop the coal resources of the district.

THE WESTERN KEROSENE OIL COMPANY.

This Company's works are in full activity, and a tramway has been made to connect the works with the Great Western Railway. They have twelve persons employed, and their extraction of kerosene oil coal amounted in 1869 to 3,000 tons.

THE HARTLEY KEROSENE OIL AND COAL COMPANY.

This Company has six persons employed, and raised 1,200 tons in 1869 for the manufacture of oil and the supply of gas works.

Other mines as they may be opened will be reported.

Newcastle,
10th December, 1870.

WILLIAM KEENE, F.G.S.,
Examiner of Coal Fields.

REPORT of the Inspector of Collieries in connection with the Coal and Kerosene Shale Mines in New South Wales, for the six months ending 30th June, 1870.

MR. THOMAS LEWIS to THE EXAMINER OF COAL FIELDS.

MY DEAR SIR,

In availing myself of the honor to present to you this my half-yearly report, I beg to state that during its term a new colliery has been started near Murrurundi, and operations resumed at the Woodford Colliery near Hexham, while the Minmi Colliery is laid off, making an increase of one; or seventeen at present, as against sixteen collieries at work at the close of last year in the Northern district.

The number of mines at work in the Southern District is the same, five coal and one shale mines. However I have just received notices that the Miners Garsed and Saywell have started a new coal mine; and Messrs. Woolley, Anderson, and Poole, have resumed work at the Hermitage Colliery, in Lithgow Valley; making three coal and two shale mines now more or less active in the Western District; giving a grand total of twenty-four coal and three shale mines at work.

Accidents in and about the Mines.

I believe it would be a difficult task to attempt to propound a theory by which satisfactorily to account for great fluctuations in the list of casualties in our mines from time to time, and in no instance perhaps more striking and favourable than in the present list of only one fatal and five non-fatal accidents,

as against seven fatal and ten non-fatal ones for the latter half of last year. However, it can scarcely be doubted that the miners generally have profited by the bitter experience gained by the sacrifice of so many of their fellow-workers in the past; while on the other hand, the masters as a rule continue to manifest a commendable readiness to furnish them with all necessary material for securing the roof and working seams of the mines, as well as to see that such materials are properly used.

The fatal accident happened on 12th January, to an experienced miner named William Beveridge, by a fall of stone roof in the New Lambton Colliery; in which case I made my usual personal examination of the scene of the accident, previous to and to be ready for the magisterial inquiry on the body, held on the 14th, before Helenus Scott, Esq., Police Magistrate for Newcastle, at which I attended. Deceased being a very useful and apt man, was therefore employed as roadsman, doing all kinds of jobs in the mine. A coal tub having been buried by a fall of the roof near the face of the bord, a narrow hole was made from the other heading to rescue the tub, and Beveridge was employed in clearing away the rubbish to liberate it, when a piece of the edge of the overhanging stone fell from a height of about 5 feet on him in the tub and caught him on the neck and back, thereby fatally injuring the spine, which the doctor said was the immediate cause of death—no visible external injuries. In cross-examination at the inquest the Manager said:—"The deceased was well qualified for the work he was doing at the time. The special rules as to supplying timber and visiting the workings before the men in the morning to see that they are secured are carried out; my overman reported to me that he had ordered deceased either to secure or pull down the stone which fell on him. In future I will send out of the mine at once any man refusing to secure his working when ordered to do so." The two miners examined confirmed the Manager's testimony as to the plentiful supply of timber, &c., and also added:—"There was no special danger in the place but might have been met by careful working, which deceased neglected to do."

From the evidence of the various witnesses examined, and the appearance of the place, I conclude that this is another painful instance of reckless disobedience to orders and disregard for personal safety. Verdict:—"Accidental death, through deceased's own carelessness."

The five non-fatal accidents, resulting in serious bodily injuries to a similar number of persons, were carefully investigated at the time. Four of them occurred at the Borehole Colliery: one on the surface, by the man being crushed between a large waggon and the screen frame; one by a fall of coal in the mine; and two boys horse-drivers, one by falling from an empty tub on to the iron rail, and the other by falling off one of the pit ponies in the mine; the fifth by a fall of coal in the Co-operative Colliery.

Ventilation of Mines.

Although there is little or no cause for positive complaint as to the volume of the main air currents, especially with the larger collieries, yet the want of proper care in the distribution and circulation of the air amongst the workings, complained of in my previous reports, I regret to repeat in this one.

This unsatisfactory condition is chiefly due to the following:—1st. Distinct currents not faithfully conducted into their proper spheres of action, through want and neglect of doors and stoppages, &c. 2nd. Turning off bords beyond the sweep of the currents. 3rd. Allowing the currents to spread themselves through large ranges of old workings, where the air finds a constant supply of noxious gases as well as outlets to the returns. There is scarcely a limit to the abuse of turning off bords before the current. I have often seen as many as half a dozen bords in a heading in advance of the air. As a rule, such practice cannot be a permanent benefit to masters, because the air-ways must be made so; they might as well be done first as last, and I never fail to make reasonable allowance for all exceptional circumstances. I feel satisfied if the ventilation or second general rule in the Act was altered so as to secure the circulation of the currents undiminished through the innermost parts of the air-ways, and to turn off no bords beyond the full sweep of the currents, a very great benefit would be effected to the working miner, while the masters would reap collateral or indirect advantages which would nearly if not wholly cover the supposed extra expenses.

Trusting it may not be considered out of place, I will here produce some of my correspondence on the subject during the six months, all of which were duly reported to yourself at the time.

To Mr. Wm. Smith,
Manager of Burwood Colliery.

Newcastle, 21 January, 1870.

Sir,

I beg to call your attention to the state of the ventilation in the new tunnel. As you must be aware, there is no vent whatever for the air current to circulate through the mine under such circumstances. It was quite enough to have the three headings driven to their present points, but to commence wide bords also before circulating the air through is contrary to all the principles of mine ventilation. However, I trust that not only you will start no more bords before getting the air through, but that you will also put forth double energy in sinking the air-pit that Mr. Roy (overman) told me to-day is to be started to-morrow.

Reference was also made in the above letter to special rules and plans. On visiting the mine on the 7th February, I found the cause of my former complaints aggravated by the starting of additional bords, while the air was not improved. However, on our joint visit to test the air, on 23rd March, the tunnel had fallen in and closed.

To Mr. J. Fletcher,
Manager of the Co-operative Colliery.

Newcastle, 9 February, 1870.

Dear Sir,

I beg to call your immediate attention to the following matters:—1st. To-day I found the air both *thick* and *dull* and *slow* in your north side workings, more especially so in the top part, which depends on the last of the already used current. In my letter of 9th April last I drew attention at greater length to this subject, and I trust the important matter may now receive your best attention.

This letter referred also to making a safe travelling road for the men—two separate and distinct openings—and the dangerous practice of loading the safety-valves with unadjusted weights. On revisiting the colliery I found a temporary improvement in the ventilation in the part complained of.

To

To Mr. Thos. Haisefield,
Manager of New Lambton Colliery.

Newcastle, 25 February, 1870.

Dear Sir,

I have the honor to call your attention to the following matters:—1st. On visiting your mine to-day I found the western heading known as Abraham Butterworth's, where about a dozen men work, a long distance beyond the air current, in fact I failed to find a current turned into the heading at all, consequently the men suffer unnecessarily. Therefore, except what may be needful for driving air-ways, the men should be withdrawn at once until the place be properly ventilated according to law. In the pair headings known as Cook and Penman's, as well as in Nos. 6 and 8 headings, the air is not properly kept up—the ventilating furnace was very dull.

The other parts of the letter referred to the dangerous state of the roof of the travelling roads in the pit, and the necessity for fencing around the landing stage on the pit top, to protect the workmen from falling over. On revisiting the mine on 22nd March I found some parts temporarily improved, and in May all parts will be improved.

To J. Y. Neilson, Esq.,
Manager of the Wallsend Colliery.

Newcastle, 28 March, 1870.

Dear Sir,

I regret being compelled to repeat my complaint of the unsatisfactory state of the ventilation in No. 1 flat, B pit. The air current going into the western side of the pit was both small and irregular to-day, and as a matter of course No. 1 pit suffered throughout in consequence. Trusting you may take effective steps to increase the current and remove the cause of complaint,—

I have, &c.,
THOMAS LEWIS.

On revisiting in April I found a temporary improvement in the part complained of.

To Thos. Croudace, Esq.,
Manager of the Lambton Colliery.

Newcastle, 7 June, 1870.

Dear Sir,

I regret being under the necessity to call your attention to the very unsatisfactory state of the air in your straight-end flat, as I found it to-day. On Thursday last, 2nd instant, I found the heading receiving the last of the current in Robinson's Flat still suffering from want of ventilation.

2. Knowing that the ventilation of the pit is now being rearranged, I will therefore revisit the parts complained of in a week or so, to see if the said alteration of the currents may have relieved them.

THOMAS LEWIS.

On revisiting the above-mentioned parts after the lapse of four weeks, I found little or no improvement; when I repeated my complaint by letter to the Manager.

Appended will be found the usual list of accidents.

I have, &c.,
THOMAS LEWIS.

Newcastle, 12th July, 1870.

A Classified List of Fatal and Non-fatal Accidents in and about the New South Wales Collieries, during the six months ending 30th June, 1870.

No.	Date.	Name of Colliery.	Name of Sufferer.	Occupation.	Remarks on nature and extent of Injuries.	Fatal by fall of coal.	Non-fatal.		Total Fatal.	Total Non-fatal.
							Fall of coal.	Other causes.		
1	12 Jan.	New Lambton	Wm. Beveridge	Readsman	While liberating a coal tub in a fallen bord. Died next day.	1	...	...	1	...
2	8 Mar.	Borehole	Patrick Quinn	Labourer	Working on surface, suddenly crushed between waggon and screen frame.	...	...	1	...	1
3	28 Apl.	Co-operative	John Wildon	Miner	Bruises necessitating amputation of the leg.	...	1	...	...	1
4	16 May	Borehole	Peter O'Dowd	Do.	Collar-bone fracture .....	...	1	...	...	1
5	18 June	Do.	John Thompson	Horse-driver ...	Thigh fracture by falling from side of empty tub on to iron rail.	...	...	1	...	1
6	" "	Do.	James Snedden	Do.	Arm fracture by falling off pit pony below.	...	...	1	...	1
Totals.....						1	2	3	1	5

REPORT of the Inspector of Collieries in connection with the Coal and Kerosene Shale Mines in New South Wales, during the half-year ending 31st December, 1870.

MR. T. LEWIS TO THE EXAMINER OF COAL FIELDS.

MY DEAR SIR,

I have the honor to present to you this my report on the subject and for the period mentioned above. In doing so, I beg to state that there is no alteration in the numbers thereof, and but little or nothing in the extent of their operations, as compared with my last report. Seventeen coal mines in the Northern District, five coal and one shale mines in the Southern District, and three coal and two shale mines doing a little in the Western District,—in all, twenty-five coal and three shale mines.

Accidents in Mines.

Although the present list of casualties in mines is less favourable than its predecessor, showing two fatal and seven non-fatal, against one fatal and five non-fatal cases during the first six months of the year, yet I think all parties should feel grateful at the result. When the result of the whole year 1870, of three fatal and twelve non-fatal cases, is compared with that of the year 1869, of ten fatal and eighteen non-fatal casualties, the contrast is very striking in favour of the year just closed.

Both

Both of the fatal accidents and six out of the seven non-fatal ones resulted from falls of the working coal seams, and all the sufferers were experienced miners, and were well provided with timber, &c., of various kinds for securing their workings. Nearly all of the survivors frankly admitted that their sufferings were mainly, if not wholly, due to a want of proper precaution, which was also the case in one, if not both, of the fatal cases. The seventh non-fatal case happened to a boy trapper, through being run over by a coal skip, while playing with it and neglecting his own door.

The first of the two fatal accidents happened on the 8th September, to an experienced miner named John Jenkins, by a fall of bottom coal jerry and little tops in the Bore-hole Pit, but the sufferer survived until the 19th, from serious injuries to his abdomen and private parts. As reported to yourself at the time, I made my usual personal examination of the scene of the misfortune on the following day, which was an ordinary 8-yards bord; working lift, including bottom coal jerry and little tops, is 4 feet high—stiff coal generally. The coal had been already worked on the right hand—half of the place where a slanting suttly facing was, and Jenkins and his mate George Burchnall had nearly undermined the other half into a regular facing about 15 inches thick, with the left end fast; and while Burchnall had just turned back, leaving Jenkins in the holeing, the coal, &c., fell to within 6 feet of the fast side up to the said suttly facing, which had taken a sudden and unexpected turn, and the poor fellow sustained the aforesaid injuries, which put an end to his life in less than a fortnight. At the Coroner's inquest, held at Burwood on the 20th September, by the District Coroner, C. B. Ranclaud, Esq., the evidence of the overman, Robert Elliott, and of George Burchnall, confirmed that given by myself:—"That the men had failed to provide against the special dangers arising from the presence of the suttly or rotten facing." In answer to my cross-examination, the overman declared also that the special rules as to visiting the workings in the morning and supplying timber, &c., were strictly enforced. Verdict—accidental death.

An experienced miner named Thomas Hill was the sufferer in the second fatal accident, which happened the 24th September, by a fall of about 2½ tons weight of the working coal-seam in the Co-operative Company. After making my usual examination of the scene of the accident, which was an ordinary 8-yards bord, and the working seam 8 feet high with a smooth parting on top, I attended the Coroner's inquest held by the District Coroner, C. B. Ranclaud, Esq., at Plattsburgh, on 26th. The evidence given by Joseph Hill, deceased's brother, who worked mates with him and was in the place at the time, and that tendered by William Hinton, who came first to render assistance, was confirmed by the aspect of the place on my examination of it. The bord was undermined right across on the morning into a facing about 3½ feet thick, and about 8 feet of the coal wedged down on the left side and a splay set against the other part within 9 or 10 feet of the fast side, and about 5 feet from the loose end of the coal. Deceased was at the time filling away the fallen coal on the left side into the skip in front of and close to the hanging coal, when the block outside the splay broke off close to it from a dry point which though inconsiderable and imperceptible, before the coal fell doubtless had a weakening effect, and in its fall literally mangled the poor fellow. All the witnesses examined bore testimony to the good supply of splags, props, &c., and also sustained my evidence—"That the men ought not to have worked so near the hanging coal, more especially in such a high and free seam, with the probability of the fatal block having been more or less disturbed by previous widing of the other coal." I had the Colliery Manager, Mr. James Fletcher, examined, who stated that the 3rd, 4th, and 5th clauses under the heading "overman," as well as the 2nd clause under "hewers," in the special rules, were strictly carried out. Verdict—accidental death.

Of the seven separate non-fatal accidents to a similar number of persons, three occurred in the Lambton Colliery, two by falls of coal, the other by being overrun by a coal tub; one at New Lambton by a fall of coal, and one at the Borehole by a fall of coal; one at Wallsend by a fall of coal, and one at Anvil Creek Pit by a fall of coal; all of which were duly investigated and reported to you at the time.

PRESENT CONDITION OF MINES.

As a means of showing the state of the ventilation, &c. in the mines, I think I cannot do better than to reproduce here the few letters addressed on the subject to several Colliery Managers during the last half-year; all of which were duly reported to yourself at the time.

Letters.

Mr. Martin Larkin.

Newcastle, 5 July, 1870.

Dear Sir,

I have the honor to inform you that on my visiting your mine in your absence—near Jordan's Crossing, on the Great Southern Railway, on 17th December last, among other matters I requested Mr. Foster to call your notice to the desirability if not absolute necessity of securing the foundation beams of your landing to the underlying rock by means of strong iron bolts, &c. On my recent visit on the 30th ultimo I saw no person at the mine, but found the landing still unsecured; therefore I hereby call your particular attention to the above matter, and trust you may take steps to render the said landing secure for the safety of the men working over the abyss below it (100 feet deep).

I have, &c.,

THOMAS LEWIS,

Inspector of Collicries.

On revisiting the mine on 11th October last I found the landing still in the same condition, but Mr. Larkin promised to have it done at once.

To the Manager of the Lambton Colliery.

Newcastle, 6 July, 1870.

Dear Sir,

On the 7th ultimo I did myself the honor to address a letter to you complaining of the state of the ventilation in the Straight end and the Robinson's flats,—adding:—"Knowing that the ventilation of the pit is now being rearranged, I will therefore revisit the parts complained of in a week or so to see if the said alterations in the air current may have relieved them. To-day after the lapse of four weeks I regret to say I found no improvement in the part mostly complained of in Robinson's flat—in fact there are six bords working beyond the point where the air perceptibly moves on the heading, some of which are 60 yards up, and the part receiving the last of the air in the Straight land flat is also suffering unnecessary inconvenience through the current not being properly circulated in that part.

I must again call your particular attention to the requirements of the second general rule in the Coal Fields Regulation Act of 1862, and request compliance with its provisions without delay.

I have, &c.,

THOS. LEWIS,

Inspector of Collicries.

On

On the 29th July I found the cause of the above complaint removed.

J. B. Winship, Esq.,
Manager of the Borehole Pit.

Newcastle, 27 July, 1870.

Dear Sir,

I regret being compelled to call your attention to the unsatisfactory state of the ventilation, as I found it to-day in the following parts of your pit:—

Skarney's heading in the galley CC is not only a long distance before the air, but the feeble current passing along has to force its way through the old workings from the galley flat, which deteriorates its quality and quantity, and the men suffer thereby. The three innermost headings, two on the left and one on the right side of the horse road in the galley flat, have but a very small share of the strong main air currents in the pit.

Trusting that no time may be lost in relieving the above places,—

I am, &c.,
THOS. LEWIS,
Inspector of Collieries.

When revisiting the above places on the 9th of August, I found one of the parts complained of relieved, and steps taken to relieve the other part.

To the Manager of the Wallsend Colliery.

Newcastle, 27 August, 1870.

Dear Sir,

I regret having to inform you that I was sadly disappointed yesterday in finding the state of the ventilation still so unsatisfactory in No. 1 flat, B pit, especially in the dip headings in the first horseload, where I failed to find any stir in the air. It appears to me that the intake air current from the downcast fails to produce the effect amongst the workings one would naturally expect, and some important alteration is absolutely necessary. Trusting that your earnest attention may be given to the matter at once,—

I remain, &c.,
THOMAS LEWIS,
Inspector of Collieries.

On the 4th November I found a great improvement in the part complained of.

During the latter part of this term, I found the ventilation in the Anvil Creek Pit lapsing towards its former unsatisfactory state; but Mr. Farthing, the proprietor, having promised improvement when I remonstrated with him, therefore no correspondence has passed on the subject.

The usual classified list of accidents is annexed to this report.

Newcastle, 10 January, 1871.

I have, &c.,
THOMAS LEWIS.

A Classified List of Fatal and Non-fatal Accidents in the New South Wales Collieries, during the six months ending 31st December, 1870.

No.	Date.	Name of Colliery.	Name of Sufferer.	Occupation.	Remarks on nature and extent of Injuries.	Fatal by fall of coal.	Non-fatal.		Total Fatal.	Total Non-fatal.
							Fall of coal.	Other causes.		
1	1 July.	Lambton	Jas. Hendon	Trapper	Leg fracture through falling under coal tub.	.....	.....	1	.....	1
2	22 Aug.	N. Lambton...	Wm. Addy	Miner	Collar-bone fracture—fall of coal ...	.....	1	.....	.....	1
3	8 Sept.	Borehole	John Jenkins	"	Injuries to private parts, &c.—fall of coal. Died 19th.	1	.....	.....	1	.....
4	24 Sept.	Co-operative...	Thomas Hill	"	Killed instantaneously—fall of coal	1	.....	.....	1	.....
5	4 Oct.	Lambton	John M'Alister	"	Leg fracture—fall of coal.....	.....	1	.....	.....	1
6	6 Oct.	Wallsend	Hugh Buchanan	"	Loss of leg—fall of coal.....	.....	1	.....	.....	1
7	18 Oct.	Anvil Creek...	Wm. M'Gregor	"	Leg fracture, &c.—fall of coal.....	.....	1	.....	.....	1
8	14 Dec.	Borehole	Thos. Mills	"	Severe bruises on head and shoulders—fall of coal.	.....	1	.....	.....	1
9	16 Dec.	Lambton	Geo. Wright	"	Fracture of several ribs, &c.—fall of coal.	.....	1	.....	.....	1
Grand Total						3	6	1	2	7

1870-71.

—
LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

—
REPORT FROM THE SELECT COMMITTEE

ON THE

COAL STAITHS AT NEWCASTLE;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

AND

MINUTES OF EVIDENCE.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
13 *June*, 1871.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

—
1871.

1870-71.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE
LEGISLATIVE ASSEMBLY.

VOTES No. 74. WEDNESDAY, 25 JANUARY, 1871.

12. Coal Staiths at Newcastle (*"Formal" Motion*) :—Mr. G. A. Lloyd moved, pursuant to Notice No. 8—
(1.) That a Select Committee be appointed, with power to send for persons and papers, to inquire into and report upon the efficiency or otherwise of the Coal Staiths at Newcastle.
(2.) That such Committee consist of the following Members, viz. :—Mr. Brookes, Mr. Byrnes, Mr. Dodds, Mr. Farnell, Mr. Clarke, Mr. Sutherland, Mr. Wilson, Mr. Hill, Mr. King, and the Mover.

VOTES No. 153. TUESDAY, 13 JUNE, 1871.

3. Coal Staiths at Newcastle :—Mr. G. A. Lloyd, as Chairman, brought up the Report from, and laid upon the Table the Minutes of Proceedings of, and of Evidence taken before, the Select Committee for whose consideration and report this subject was referred on 25th January, 1871.
Ordered to be printed.

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1870-71.

COAL STAITHS AT NEWCASTLE.

REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, appointed on the 25th January, 1871,—with power to send for persons and papers, to inquire into and report upon the efficiency or otherwise of the Coal Staiths at Newcastle,—have agreed to the following Report:—

There is abundant evidence to prove that the Coal Staiths have been faithfully built, that they are well adapted for the purpose intended, and will materially increase the facilities for shipping coal at Newcastle.

Some delay occurs at present in getting away the empty waggons, but that is caused by the difficulty in obtaining possession of a small piece of land claimed by the executors of the late Dr. Mitchell. When that land is available this defect will be remedied.

There is evidence to show that it will not be so convenient to load large vessels at the Staiths as it is at the Cranes; but that is not of much consequence, as the Cranes can load 4,000 tons per day and the Staiths about 1,200 tons, which would meet all the requirements even if the present demand were doubled.

Most of the witnesses are however of opinion that the Staiths are in the wrong place, as they occupy frontage which will be increasingly required for mercantile purposes, and bring coal-dust into the city when the wind is in that direction. They should, in the opinion of your Committee, have been at Bullock Island, and the space which they occupy reserved for mercantile wharfs. The only reason given for not placing them on Bullock Island is, that they were much required when commenced, and at that time there was no depth of water at Bullock Island, and that they would have entailed an expenditure of at least £100,000. Question 464. The dyke since formed there by the discharge of ballast is making the channel deeper every day by the natural scour, and it is greatly to be regretted that so eligible a site for Coal Staiths should not have been adopted.

It is estimated that there are facilities in Newcastle now for shipping nearly 40,000 tons of coal per week, and your Committee can only regret that there are so few ships arriving to take advantage of these increased means of supply. No ship need be detained now beyond a week, however large she may be.

On the whole, the Committee are disposed to report favourably of the Staiths, and consider that there was no foundation for the prejudicial rumours current when they were completed.

GEO. A. LLOYD,
Chairman.

No. 3 Committee Room,
Sydney, 13 June, 1871.

PROCEEDINGS OF THE COMMITTEE.

FRIDAY, 3 FEBRUARY, 1871.

MEMBERS PRESENT:—

Mr. G. A. Lloyd,	|	Mr. Dodds,
Mr. Farnell,	|	Mr. Hill.

Mr. G. A. Lloyd called to the Chair.

Entry in Votes and Proceedings appointing the Committee, *read* by the Clerk.

Committee deliberated.

Ordered,—That Alexander Brown, Esq., of Newcastle, and Captain Campbell, be summoned to give evidence at the next meeting.[Adjourned until Wednesday next, at *Eleven* o'clock.]

WEDNESDAY, 8 FEBRUARY, 1871.

MEMBERS PRESENT:—

Mr. G. A. Lloyd in the Chair.		
Mr. Dodds,	|	Mr. Farnell,
Mr. Brookes.		

Alexander Brown, Esq., called in and examined.

Witness withdrew.

Captain Campbell called in and examined.

Witness withdrew.

Committee deliberated.

Ordered,—That Mr. Chatfield and Mr. Portus be summoned to give evidence at the next meeting.[Adjourned until Wednesday next, at *Eleven* o'clock.]

WEDNESDAY, 15 FEBRUARY, 1871.

MEMBERS PRESENT:—

Mr. G. A. Lloyd in the Chair.		
Mr. Hill,	|	Mr. Dodds,
Mr. Farnell.		

Mr. A. B. Portus (*Commander of the Steam Dredge "Vulcan"*) called in and examined.

Witness withdrew.

Committee deliberated.

Ordered,—That J. Hannell, Esq., be summoned to give evidence at the next meeting.[Adjourned until To-morrow, at *Twelve* o'clock.]

THURSDAY, 16 FEBRUARY, 1871.

MEMBERS PRESENT:—

Mr. G. A. Lloyd in the Chair.		
Mr. Dodds,	|	Mr. Hill,
Mr. Farnell.		

James Hannell, Esq. (*Mayor of Newcastle*), called in and examined.

Witness withdrew.

Mr. J. Paton called in and examined.

Witness withdrew.

Committee deliberated.

Ordered,—That Captain H. Cross, Mr. J. Waddell, and Mr. J. Russell, be summoned to give evidence at the next meeting.[Adjourned until Wednesday next, at *Twelve* o'clock.]

WEDNESDAY, 22 FEBRUARY, 1871.

MEMBERS PRESENT:—

Mr. G. A. Lloyd in the Chair.		
Mr. Hill,	|	Mr. Farnell.

Captain H. Cross (*Manager of the Wallsend Coal Company*) called in and examined.

Witness withdrew.

Mr.

Mr. J. Waddell (*Manager of the Lambton Coal Company*) called in and examined.

Witness withdrew.

Mr. J. Russell (*Contractor for the Steam Cranes, Newcastle*) called in and examined.

Witness withdrew.

Committee deliberated.

Ordered,—That E. O. Moriarty, Esq., be summoned to give evidence next meeting, and to produce the Plans of the Coal Staiths.

[Adjourned until Wednesday next, at *Twelve* o'clock.]

WEDNESDAY, 1 MARCH, 1871.

MEMBERS PRESENT :—

Mr. G. A. Lloyd in the Chair.

Mr. Brookes,	|	Mr. Hill,
Mr. Dodds,		Mr. Sutherland,
Mr. Farnell.		

E. O. Moriarty, Esq. (*Engineer-in-Chief for Harbours and River Navigation*), called in and examined.

Witness *produced* Plan of Coal Staiths, Newcastle.

Witness withdrew.

Committee deliberated, and decided to further examine Mr. Moriarty at the next meeting.

[Adjourned until Wednesday next, at *Twelve* o'clock.]

WEDNESDAY, 8 MARCH, 1871.

MEMBERS PRESENT :—

Mr. G. A. Lloyd in the Chair.

Mr. Brookes,	|	Mr. Dodds,
Mr. Farnell,		Mr. Sutherland.

E. O. Moriarty, Esq., called in and further examined.

Witness withdrew.

Committee deliberated.

Ordered,—That Captain W. Adams and Captain W. Summerbell be summoned to give evidence at the next meeting.

[Adjourned until Wednesday next, at *Twelve* o'clock.]

WEDNESDAY, 15 MARCH, 1871.

MEMBERS PRESENT :—

Mr. G. A. Lloyd in the Chair.

Mr. Sutherland,	|	Mr. Farnell,
		Mr. Dodds.

Present :—E. O. Moriarty, Esq. (*Engineer-in-Chief for Harbours and Rivers*).

Captain W. Adams, of the "Coonanbara" steamer, called in and examined.

During the examination of the witness, the Chairman put certain questions at the request of Mr. Moriarty.

Witness withdrew.

Captain W. Summerbell, of the "City of Newcastle" steamer, called in and examined.

During the examination of the witness, the Chairman put certain questions at the request of Mr. Moriarty.

Witness withdrew.

Committee deliberated.

Re-assembling of the Committee to be arranged by Chairman.

[Adjourned.]

WEDNESDAY, 31 MAY, 1871.

The meeting called for this day was postponed, by direction of the Chairman, until 7th June proximo.

WEDNESDAY, 7 JUNE, 1871.

In the absence of a Quorum, the meeting called for this day lapsed.

TUESDAY,

TUESDAY, 13 JUNE, 1871.

MEMBERS PRESENT:—

Mr. G. A. Lloyd in the Chair.

Mr. Farnell, | Mr. Dodds.

Clerk submitted the following accounts from witnesses for attendance before this Committee, viz. :—

From Captain H. Cross and Mr. J. Waddell, each £5 5s.

„ Mr. A. Brown, Mr. J. Russell, and Mr. J. Paton, each £5.

Committee deliberated.

Resolved (on motion of Mr. Farnell),—That the sum of £3 3s. each be awarded to Messrs. Cross, Waddell, Brown, and Russell, for attending and giving evidence before this Committee, and that the claim of Mr. J. Paton be not entertained,—he not having been summoned to attend the Committee.

Chairman submitted Draft Report.

Same *read* and *agreed to*.

Chairman to report to the House.

EXPENSES OF WITNESSES.

Name of Witness.	Profession or Condition.	Whence summoned.	No. of days in attendance.	No. of days under examination.	Expenses claimed for attendance.	Total Expenses allowed to Witness.
Herbert Cross	Manager of the Wallsend Coal Company, Newcastle.	Newcastle	1	1	£ s. d. 5 5 0	£ s. d. 3 3 0
John Waddell	Manager of the Lambton Coal Company, Newcastle.	Do.	1	1	5 5 0	3 3 0
Alexander Brown ...	One of the Proprietors of the New Lambton Colliery.	Do.	1	1	5 0 0	3 3 0
James Russell	Contractor for working the Steam Cranes, Newcastle.	Do.	1	1	5 0 0	3 3 0
John Paton	Contractor	*	1	1	5 0 0

* Not summoned by the Committee.

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1870-71.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON THE

COAL STAITHS AT NEWCASTLE.

WEDNESDAY 8 FEBRUARY, 1871.

Present:—

MR. BROOKES,
MR. DODDS,MR. FARNELL,
MR. LLOYD.

GEORGE A. LLOYD, Esq., IN THE CHAIR.

Alexander Brown, Esq., called in and examined:—

1. *Chairman.*] You are one of the proprietors of the New Lambton Colliery? Yes.
2. And a shipowner? I have been a shipowner.
3. You reside at Newcastle? Yes.
4. You have had an opportunity of seeing the new staiths that are now at work there? Yes.
5. This Committee has been appointed to take evidence as to the efficiency or otherwise of these staiths—Will you be kind enough to give us any information you can with respect to these staiths, as to whether they are suitable for the purpose for which they were erected? So far as the main line, leading from the Great Northern Railway, is concerned, that is all right enough, but the curves that lead from the main line to the wharf are too sharp altogether,—too contracted, and the decline is too much; and the result is that in wet weather the waggons occasionally run away. In fact we had evidence of that the other day. The curves being so very sharp they have to grease the rails, and so long as the dust and grit remain upon them it is all right; but when it comes on to rain the dirt is washed off, but the grease remains, consequently the waggon goes spinning down, and the break is quite inoperative. Last week two waggons nearly ran on board the ship that was loading. Then at the end of the shoot there ought to be a powerful buffer, with strong knees to support the upright structure on which is fixed an arrangement for raising or lowering the spout, in place of being merely tenoned into the longitudinals with a bare strip of iron unfitted to resist any, from its structure being weak and very imperfect at this important point. There is nothing to resist the waggons if they get command of them. There ought to be something there to stop them. Then so far as the lines for the empty waggons are concerned, they should never have been there at all. The whole of the waggons go into one line, and of course if there are four companies running, each at one shoot, the waggons are in endless confusion. They say they are going to make it all right, but I do not see how they can do it satisfactorily, so that the thing will work. What I would have done would have been this:—I would not have had any empty lines at all leading down from the shoots. I would simply have a great big cage, the same as we use at coal-pits, and when the waggon would come back from the shoot after being emptied, I would have a turn-table and shove it back off the turn-table into the cage and lower it down below; then the whole of the space underneath would be utilized,—now it is entirely lost. It would have been a much better job to have done it that way, much cheaper, and would have given greater facilities.
6. What you mean us to understand is, that the whole of the space underneath the shoots is now lost? All lost, except one line, at present.
7. Which otherwise might be utilized by lowering the waggons down after they were empty and taking them away under the staiths, instead of taking them away by the staiths, and by that means obstructing the waggons going up? Yes, there would be plenty of space for the empty waggons to go underneath except in No. 4 shoot; in fact they had to cut away a portion of the shoot to let our waggons go underneath; they smashed two of them, and then discovered it was not high enough.
8. Is it the fact that a number of the piles are at present subject to the white ant? I have not seen the ant in them, but I have seen them burning at them, charring the bottoms of them.
9. That may not arise from any appearance of the white ant? No, they may do it as a preventative, but I have heard people who have examined them say that the white ant is in the structure. I know Newcastle is a very bad place for the white ant,—they get into the railway sleepers.

A. Brown,
Esq.

8 Feb., 1871.

A. Brown,
Esq.

8 Feb., 1871.

10. Are you able to say how these shoots are now working—What vessels have been loading under them? several.
11. Large or small? Vessels carrying about 300 tons. No. 1 will take a pretty good-sized vessel, that is to say, it would have done if it had been constructed similar to the A. A. Company's shoots. The Government shoots are fixtures; there are no means of raising them up or lowering them down. The Company's shoots are on an axle, and when a large ship is coming underneath they lift it, and when she is well under lower it again; but these being fixed you cannot avail yourself of that arrangement. The crossings from one line to the other are very complicated, and there are only two engines that can go through the crossings, the other engines being too long. The fact is all this complication of crossings was not required at all; it is not only expensive, but it is of no use, and a hindrance. I would have done away with the whole of these crossings, and only have had one line. It would have been much better to have had only one line leading from the Great Northern, so that the engine could come up before the waggons, and then whatever shoot the waggons were going to she could have shoved them back into their respective sidings. It would have been much more effective, much cheaper, and the shoots in consequence could be more easily worked. The way that it is now, they have to take and shove the waggons up first, say ten—that is about as much as the engine can do. When the engine leaves them the men have to get on to the breaks and ease them down to the different sidings; whereas if the engine had come before the waggons she would shove them back, and so avoid the danger of the waggons running away. It would make all the difference if the engine were to be first in place of being last, because the engine would then do the work instead of the men doing it.
12. The danger the other day was not from empty waggons, but the full waggons going down to the end of the shoot, and the breaks not being sufficient to stop them, and their very nearly going over into the ship? Yes. That arises in this way: perhaps it is a dusty day and the dust sticks to the rails, which have to be greased to enable the waggons to turn the curves; then perhaps it comes on to rain and the dirt is washed off but the grease remains, and there is not a sufficient amount of friction to enable the breaks to act. But if the engine were to place the waggons clear of the shoot, the danger would be avoided at once.
13. How many shoots are there? Four.
14. How many tons of coals are these shoots supposed to load in the course of a day, supposing them to be in full work? They could easily load 500 tons a day at each shoot.
15. Two thousand tons at the four shoots? Yes; but the ships cannot take more than 300 tons from a shoot in a day; 250 tons is a good average.
16. What you mean to say is, that the shoots have the power of discharging more coal than the ships can take? Yes.
17. Have they shown themselves capable of doing the work? Yes.
18. Have they done it? They have not done it, but they could do it if required, with constant work.
19. Is there any truth in the statement that a large ship could not load at these shoots—that the descent is not sufficient? I do not think a vessel of more than 450 tons could load there. She could if they had adopted the same plan as the A. A. Company, to have raised the shoot while the vessel was coming under.
20. But our shoots are fixtures, so that they cannot be moved? Yes.
21. How do they regulate the difference between a large ship and a small one coming under these shoots? They cannot regulate it at all. It would have been much better to have had the shoot something in a telescopic way, so that if a small ship came under it they could lengthen it, and if a large ship, draw it back. But there is no provision of that kind. It would have been much better also if the shoots had been shorter; they are too long.
22. Do you know what is the depth of water at these shoots? They have deepened it to 18 feet at two of them.
23. Could they take a ship alongside these two shoots, drawing 18 feet? Yes; but they cannot go up the channel drawing more than 13 feet 6 inches, for about 150 yards, down toward the steamers' wharf.
24. So that although there is 18 feet at the two shoots, they will have to dredge the channel before they can get a ship drawing 18 feet up to them? Yes.
25. You said, just now, that no ship of more than 450 tons could load at the shoots—a vessel drawing 18 feet would be more than 450 tons? Yes.
26. Do you mean that such a vessel could not load at the shoots because she could not get up the channel? No, she could not get under the shoot because it is a fixture. If the shoot could be elevated and lowered, then a vessel of 600 tons might go under.
27. When these shoots were designed, was it intended that only ships of 450 tons should load there, or was it intended that ships of the largest size should load? I do not know what the intention was, but I should imagine it was intended to load all kinds of ships. The shoots are not all the same height; No. 1, nearest the steamers' wharf, is the highest; No. 4 is very low, only fit for lighters.
28. At No. 1 what sized ship could load? One of 600 tons, if she could be got under the shoot when she is empty, but she cannot be got underneath now because the shoot is a fixture. That is a defect in them all.
29. It is a defect in them all that they are not capable of adapting themselves to the height of a ship? Yes.
30. Is it your opinion that the shoots are in the right place? They are decidedly in the wrong place. The space is too contracted for four shoots; there is not sufficient room to work them properly, and even the space they have is not turned to the best account. If they had had only one line, with branches leading from it to the shoots, and no crossings, there would have been none of the complications I have been speaking of. Indeed, if it was mine, I would pull them up now, and have done with them.
31. The crossings? Yes; and I would do away with the empty lines into the bargain. I would pull them down, and put on cages, and turn to account all that space underneath for the empty waggons.
32. If the shoots are in the wrong place, which would have been the right place? Bullock Island. There would have been plenty of room there, plenty of land, plenty of deep water, and plenty of room in the harbour.
33. At whose instance were the shoots placed where they are? Really I do not know.
34. *Mr. Farnell.*] Who laid out the line of rail which you complain of as having too steep a gradient? I do not know. I do not complain of the main line being too steep, but I complain of that leading from the main line to the shoots as being too steep. I do not know who laid it out.
35. In whose department was it? Mr. Moriarty's, Harbours and Rivers.
36. *Chairman.*] Would the railway be put under Harbours and Rivers. The railway attached to these shoots was under the Harbours and Rivers Department.
37. *Mr. Farnell.*] Do I understand you to say there is only one shoot that a vessel of 600 tons could load at? Yes, that is No. 1, if the shoot could be lifted. No. 2 is not so high; a vessel of 400 tons could go under that, provided it could be elevated. Under No. 3 a vessel of 300 tons; and No. 4 is only fit for lighters.
38. What could they do under present circumstances? A vessel of 450 tons register could go under No. 1, by watching for low tide; she could not do so at high-water; but as the water rose they would keep filling her with coals, which would keep her down.
39. I think I understood you to say that the shoots can do all the work now required of them in loading vessels with coal? I dare say they could do 500 tons a day from each shoot, if there was a good arrangement for the empty waggons, but now there is nothing of the sort.
40. The danger you speak of is the waggons running away on the steep gradient? Yes, on the line leading to the shoot.
41. Why do they grease the rails? When it is a dry day the curve is so very sharp that they have to grease the rails to get the waggons to go round; if they were not to do it they would stick. Then when the rails are dry and there is dust upon them, the friction is increased; but when the grease is left on, and the dirt all washed off by the rain, the rails become slippery, and the breaks do not act.

A. Brown,
Esq.

8 Feb., 1871.

42. You think there is great danger from that cause? Yes, we have had two or three specimens of that.
43. *Mr. Dodds.*] Is there a sufficient demand at Newcastle to fully employ all these shoots? Only occasionally.
44. Then the complaint that arose some time ago must be done away with? It assists the despatch of vessels. There is practically only one shoot at work as yet.
45. *Chairman.*] That is No. 1, I suppose? No, they were deepening No. 1, dredging it; and while doing that they were working at No. 2. Now they have smashed No. 2, and are working at No. 3.
46. Admitting all the defects you speak of, these staiths have been a great advantage to the port? Yes, no doubt of it.
47. You think they will answer the purpose sufficiently for the demands of the port? They would answer all requirements for this year if they were all ready. No doubt the shoots will be a great assistance if everything is put in nice working order.
48. As to the delivery of the coal into the vessels —? It is very objectionable, smashing the coal.
49. I understood that there was a defect in the construction of the shoots, that the coal did not sufficiently discharge itself into the ships? It does that, but the shoots are too long.
50. Do the coals require to be shovelled in? No, they run in now. With a high vessel it is another thing. If the shoots were made like a telescope, so that they could be lengthened or shortened at pleasure, it would be much better. When a high vessel comes underneath they are under the necessity of shovelling; when the shoot is so long as it is now they are bound to do so, but if they could draw it back, it would be simplified at once.
51. *Mr. Farnell.*] Do the coal proprietors provide their own engines? No, the Government finds all the engines.
52. *Mr. Brookes.*] I have heard you state, in reply to a question, that the staiths are not in their proper place, and I want to ascertain whether the frontage they occupy ought not to have been reserved for merchandise? I think it should. It is a very central place, the most suitable place in the whole of Newcastle for that purpose.
53. Have you considered what will be the probable effect of the operation of these shoots upon the adjacent property? It will not improve its value at all, but it may have quite a contrary effect.
54. Are you aware that already the matter of compensation has been talked of? I have not heard it.
55. When loading in the summer-time, is it not probable it will fill these houses with coal-dust? No doubt the small dust will fly about, and perhaps compel them to keep their windows shut.
56. Is there any eligible wharf along the frontage of the city, for the landing of merchandise? No, there is only a small space between the steamers' wharf and No. 1 shoot.
57. Then you think it was undesirable that that frontage should have been pre-occupied by staiths like these? Yes.
58. Is there any place provided for discharging copper ore for the English and Australian Copper Company? No, I do not think there is any special place; they have to take their turn between the steamers' wharf and No. 1 steam crane; only two vessels can discharge at a time. Sometimes ships have to wait eight or nine days before they can get a berth.
59. You are aware that there was a Committee of this House, before which you were examined, in 1857, when a proposition was submitted for the extension of the railway from Honeysuckle Point to Watt-street? Yes; that was objected to. I believe I was one of the parties who objected. The great desire was to get it out to Bullock Island.
60. There was then considerable opposition manifested to having a high-level railway across the frontage of the city? Yes, there was great objection.
61. Are you aware that the Railway Commissioners, or Captain Gother Mann as Chief Commissioner, proposed a line of that kind? Yes, I recollect they did.
62. You are aware that the proposition was subsequently abandoned? Yes, and the steam cranes substituted; indeed Mr. Bell made the plans for a high-level line to Bullock Island, in connection with the Railway Department.
63. Have you any idea how long it is since the construction of these staiths was commenced? It must be three years, I think, fully.
64. Have you any idea how many contractors have been engaged on these staiths from the commencement? There have been a great number; I cannot say how many. They used to come up, commence work, and abandon it. There were three I know.
65. Before Mr. Macquarie? No, I think Macquarie made the third; there might have been more.
66. You say a vessel of 450 tons register could not go under the shoot at high-water? No, I do not think so.
67. Is it usual or desirable to move vessels at low-water? Decidedly not; but when the vessel would be loaded she would be low in the water.
68. Is it not the rule in all ports to take high-water for moving vessels? Yes, when loaded; but it is quite immaterial when she is empty. You always move a loaded ship at high-water.
69. A vessel would not be able to get under these shoots at high-water? No, not of the size mentioned, without an arrangement for lifting the shoot, and also the spout of the shoot being so fixed that it could be lengthened or shortened.
70. I understood you to say that Mr. Bell made the plans for the high-level line contemplated to Bullock Island? Yes, I think so.
71. Are you aware that Mr. Moriarty at that time objected to Captain Mann's or the Railway Commissioner's plan, and suggested Bullock Island in preference? I think Mr. Moriarty had some objection.
72. Is it your opinion that Bullock Island would have been a much fitter place? Yes, decidedly; Bullock Island would have been a splendid place; there is plenty of land, deep water, and all the advantages you could wish for there.
73. What is the frontage of water from the A. A. Company's staiths to the northern part of Bullock Island? Fully a mile and a quarter, or a mile and a half of deep water frontage.
74. *Chairman.*] That would not require to be dredged? It would need very little dredging.
75. *Mr. Brookes.*] There were 23 feet of water at the derrick that once belonged to you there? Yes.
76. Is it the fact that the Old Lambton Company have purchased land to take advantage of the deep water there, instead of loading at the present cranes? Yes, and so have the Wallsend Company.
77. *Chairman.*] Would it be possible now to alter these staiths to meet the defect that you say exists with regard to ships going under them—to make the shoots movable? Yes, quite possible.
78. Would the expense be very great? Not very much.
79. It would also be quite possible to take the empty waggons down by a cage as you propose? Yes.
80. All that could be done still? Yes.
81. And the expense —? The cage would be rather an expensive affair; a cage of that kind would cost about £300 or £400; it would have to be well fitted and strong. Then of course that would be all self-acting.

Mr. Angus Campbell called in and examined:—

82. *Chairman.*] You are owner of several colliers trading between here and Newcastle? Yes.
83. And have commanded some of them yourself for many years? Yes.
84. This Committee has been appointed to inquire into the efficiency or otherwise of the coal staiths at Newcastle—Have any of your vessels loaded at these staiths? Yes, I think all of them—the “Dart,” “Yarrow,” “Hebe,” and “Alert.” The “Hebe” takes 350 tons.
85. Is she the largest? Yes.
86. At which shoot did she load? I do not know what shoot the “Hebe” loaded at, but I was there when the “Alert” loaded at the first shoot down towards the cranes.

Mr. A.
Campbell.

8 Feb., 1871.

- Mr. A. Campbell.
8 Feb., 1871.
87. Are you aware what depth of water is there? I could not say. The dredge was working when I was there.
88. What water does your deepest ship draw? Rather more than 13 feet.
89. And she could go under there and load at low-water? Yes, either at high or low water.
90. Could any larger ship than the "Hebe" go under there and load at high-water? I should say she could; I did not take much notice, but when the "Alert" was loading I stopped to see how the shoot would act.
91. Did the shoot act to your satisfaction? Yes, it looked to work very well.
92. Could they load at that shoot as rapidly as at the A. A. Company's shoot? Yes, I should say they could.
93. And as rapidly as at the cranes? More so I should say.
94. Do you remember how long it took to load your vessel? I think she went under about 11 o'clock, and she was loaded with 230 tons at 5. I do not know whether she had to wait for coal: I know the captain came to me at the steamer, and I asked him if he was loaded, and he said he was.
95. You do not know whether they were continuously employed all that time? No.
96. Have you any reason to complain of the construction of these staiths at all? No.
97. Do they, in your opinion, answer all the purposes for which they were erected? As far as I know, they do. The waggons run down by themselves, and after they are emptied they run away by themselves.
98. Would it be possible for a large ship to get under these shoots and load there? I think any vessel that has water to come into the channel is able to load there.
99. We are informed that there is only 13 feet over a shallow part of the channel? That is all, unless they have deepened it; they are going on with the dredging.
100. So that a large vessel at present could not get to the shoots? No.
101. Supposing the channel were deepened so as to take a vessel of large size, say 1,000 tons register, is it your opinion that she could be loaded at these shoots as they stand at present? I do not know whether she could go under; I did not take that much notice. I know they will suit any of the intercolonial vessels.
102. As far as the intercolonial trade is concerned, you think these staiths will answer all the purposes for which they were intended? Yes.
103. Mr. Farnell.] Do you know how high these staiths are above low-water mark? No, I never measured them, but they looked to me higher than the A. A. Company's staith.
104. Mr. Dodds.] Had you reason to complain of the delay formerly in shipping coal? Yes, very much.
105. Your vessels have been detained? Yes, sometimes a fortnight or three weeks.
106. That difficulty has been overcome? Yes, by the erection of these shoots.
107. There is no reason now to complain on that score? No. This is the slack time of year.
108. When the trade is in full operation? I think when it is they ought to be able to ship all the coal they can get at Newcastle, with the shoots and the cranes together.
109. Mr. Brookes.] I understood you to say that three weeks' delay has taken place? Yes.
110. How long since? Within a twelvemonth.
111. As a rule, vessels were not detained so long as that? I can assure you they were.
112. Not as a rule—only when the harbour was full? There was only one crane allowed for the coasters, and they had to take their turn at that; it did not matter how long it was.
113. I understood you to say there was not sufficient depth of water for a large vessel to reach the staiths? I said that whatever vessel could get up there could go under the shoots; any vessel that could come from the shoots loaded could be loaded at the shoots.
114. Are you aware that there is a rocky bottom between No. 1 shoot, at the staiths, and the steamers' wharf? Yes, there is a sort of ledge of rock, but there was the same sort of rock underneath the lower cranes, and the dredge took it off; it is a hard sort of bottom, not a rock exactly; after the top is taken off you get to mud and clay.
115. In your opinion would it have been better if these staiths had been erected at Bullock Island, where there is much deeper water and a larger space? The channel is deeper coming down the north channel; but if they put staiths at Bullock Island they would have a great deal of work to do before they could get out to deep water.
116. Chairman.] Are these staiths constructed so that large vessels can lie at the end of each staith; that is to say, if they want to load four vessels of good size, are the staiths so constructed that these four vessels can lie there all at once? The staiths are so constructed that one vessel lies overlapping the other; if they put them at the end of one another there would not be room.
117. Mr. Brookes.] Does not the overlapping of the vessels, which you speak of, impede or narrow the channel at that part—Would not a vessel lie much snugger if she lay parallel with the stream? The channel is pretty wide there, and there is plenty of room to pass.

WEDNESDAY, 15 FEBRUARY, 1871.

Present:—

MR. DODDS,

MR. FARNELL,

MR. HILL.

GEORGE A. LLOYD, ESQ., IN THE CHAIR.

Mr. Alexander Brown Portus called in and examined:—

- Mr. A. B. Portus.
15 Feb., 1871.
118. Chairman.] You are Master of the Steam Dredge "Vulcan," at Newcastle? Yes.
119. And have been employed how long? Five years.
120. Have you been continuously employed for five years in that dredge? Yes.
121. All the time dredging the harbour of Newcastle? No, the principal part of the time up the river.
122. But some considerable time in the harbour? Yes, nearly half the time.
123. Where are you now dredging? At the new coal staiths.
124. How long have you been dredging there? Since the 12th December last.
125. At which end? We have deepened three of the berths; we commenced at the lower end, No. 1, and then dredged upwards.
126. What depth of water did you find when you commenced? At No. 1, 14 feet at low water; at No. 2, 13 feet; and at No. 3, barely 12 feet—say 11 feet 6 inches.
127. What depth have you got now at each of these places? 20 feet.
128. Then you have not gone to work at No. 4? We are just commencing at No. 4.
129. What depth of water is there at No. 4? At the upper end only 5 or 6 feet, in consequence of its being just below a sewer that discharges from the town alongside the A. A. Company's wall.
130. Does that sewer fill the harbour with sand? It runs out for some little distance. No. 4 is the lowest of the four shoots, and is called the "lighter" shoot. My instructions are not to dredge so deeply there as at the other places.
131. What depth have you got from the channel up to the shoots—from where a ship can lie at the shoots to deep water what is the shallowest water in the channel? The shallowest water in the channel is about 11 feet 6 inches or 12 feet at low water.
132.

132. Then although you have 20 feet at the shoots, no ship drawing more than 11 feet 6 inches could go up there at low water? Not at present; but our instructions are to deepen out from No. 1 to deep water.
133. What is the rise and fall of the tide at Newcastle? An average of 4 feet; 5 feet at spring-tides.
134. So that at ordinary tides you have about 15 feet at high-water? 15 feet is the limit for a vessel to come to the A. A. Company's shoots. Mr. A. B. Portus.
15 Feb., 1871.
135. You say you are instructed to dredge out to deep water after you have finished the staiths—How long will it take you to do that? About three months and a half to get a 20-foot channel down to deep water.
136. Have you seen the staiths at work? Yes.
137. How many vessels have you seen alongside them at once? Never more than two, because we have always been in occupation of one of the berths.
138. Have any been alongside No. 4? No, only at No. 3 and No. 1, or No. 2 and No. 1, just as we have been occupying one berth or the other.
139. What is the heaviest class of vessel that has been to these shoots? I think a vessel has gone away from there taking about 250 tons of coal.
140. From the deepest shoot? No, from No. 2.
141. Has any vessel gone from the deepest shoot taking more coal than that? I would not be certain; I fancy one of them may have taken 300 tons.
142. Is there any reason why larger vessels do not go there? No reason at all. Any vessel that could go to the A. A. Company's shoots could go there.
143. What is the reason they do not go there—is it that they can get loaded faster at the cranes—why is it that large vessels do not go there? I do not know of any reason particularly. It may be this,—that the dolphins have yet to be driven on each side of the shoots, and larger vessels will lie more comfortably when they are driven.
144. Is there not some difficulty in adjusting the shoots to the decks of the vessel—in adjusting the fall of coal into the vessels? No, not that I am aware of. I have seen at the rate of 140 tons an hour put into a vessel—a waggon every $2\frac{1}{2}$ minutes, at No. 2 shoot.
145. What is the largest sized vessel that you think could go there now that the water is deepened to 20 feet? We have not yet deepened the channel to 20 feet, but after we have done so, vessels taking 1,000 tons of coal will be able to load there.
146. Do the captains of vessels complain at all of the accommodation they get at the shoots? I have heard them complaining, but that was on account of the dredge being in the way, and no dolphins being driven. We are deepening in between the shoots in order to allow the vessels to overlap each other, and economize room.
147. You have not heard them complain of the shoots not being able to do the work for which they were designed? No; I have not had any conversation with the captains.
148. Were you present when the first trial was made? I was not; I saw it from a distance. I was dredging at the Horseshoe at the time. The trial was made under most unfavourable circumstances; it was a rainy day, and small coal was tried.
149. There was a report that the coal would not run? That was simply in consequence of the shoots being new and rusty, of small coal being used, and its being a wet day. Now there is no reason to complain. As I told you, coal has been shipped at No. 2 at the rate of 140 tons an hour.
150. Have you heard any objection in the town at all as to the evil that is likely to arise from the staiths being in that particular spot? I have heard people complain of the dust being likely to be injurious to them; but I think that Newcastle being a coal-shipping town people ought not to be above their work.
151. Is it complained simply that that may happen, or that it has happened? No, I have not heard that it has happened since the shoots have been at work; I only heard it stated as an objection before.
152. What is the greatest depth of water at the cranes? At five of the cranes there is a depth of 21 feet at low-water.
153. Ships now can take very nearly all the coal they require to go to sea with? Yes, at the cranes.
154. Is there any detention at Newcastle now in loading ships? No detention at all—vessels are loaded at once. There is a slackness of shipping now.
155. Supposing there were as large an influx as at the time the California trade was in operation, could vessels be loaded without any serious delay? Yes, they could, at the rate of 40,000 tons a week, taking the cranes and staiths together.
156. What depth of water is there at the Horse-shoe? 21 feet at low-water.
157. You have dredged there? Yes.
158. Is any further dredging required there? Not just now. In the course of a couple of years I expect to have to dredge it again, because the sand gradually moves down.
159. You say you have dredged to 20 feet alongside these shoots—Do you find that the sand is coming in again at the places where you have been dredging? No, nor do I think it is likely to do so. It is principally slush and stones, ballast and so on, there.
160. You do not think any serious inconvenience will arise from this sewer discharging alongside the shoot? It is considerably above the shoot, near the A. A. Company's land. Its deposit has not yet reached to No. 3 shoot, where there is 11 or 12 feet of water, though it may have caused the shallowness at No. 4.
161. *Mr. Dodds.*] Are you aware of the amount of the demand for coal per week, during the past year, at Newcastle? I think about 14,000 tons a week.
162. What was it at the time the demand was greater for California and other places? I do not think it had reached 14,000 tons, because they could not ship that quantity at that time.
163. It will be many years before it will reach 40,000 tons a week? Yes.
164. Now that these staiths have been erected, you believe there will be no interruption to the shipping of coal? I believe not; I think all the coasting vessels will go up there and load quicker than at the cranes.
165. *Mr. Hill.*] The answers you have given to the Chairman's questions are founded upon your own observation—not upon hearsay? On my own observation.
166. Would you recommend a trap, or traps, to be constructed at the end of the sewers, to prevent any further rubbish going into the harbour? With two dredges always at hand, and in a position to remove the silt accumulated in a year in a couple of days, I hardly think it would be worth while. We could remove a couple of thousand tons in two days.
167. Do you notice any defect in the construction of the staiths? No, not now. The coal hung at first—the small coal—but it was simply in consequence of the newness of the shoots and the wet weather.
168. *Mr. Farnell.*] Is this silt you speak of from the sewerage of the city of Newcastle? Yes, it may be looked on as such.
169. Could it not be utilized for manure? No, it is sand at the drain I speak of; lower down there is silt and ballast.
170. They have no sewerage at Newcastle—no sewers—have they? You may call these drain-sewers—one above the shoots, and the other down below.
171. *Mr. Hill.*] They are rather surface drains than sewers, I suppose? Yes.
172. *Mr. Dodds.*] Do you think the staiths are put in the right position? Yes, I think they could not have been improved upon.
173. *Mr. Farnell.*] Do you know anything of Bullock Island? I have never been on it.
174. Do you know whether it is a better place for a coal staith? I fancy the expense would be very considerable. Taking a line there would involve heavy bridge expenditure. The whole arrangement is more compact now. There is no objection to the A. A. Company's loading place. 175.

- Mr. A. B. Portus. 175. How have you ascertained that the tide rises 4 feet at Newcastle? From general observation. Dredging in the tide-way, we must be acquainted with the rise and fall of the tide, to regulate our deepening operations.
176. Do you know how the tide rises in Sydney Harbour? 6 feet, I think. I speak of ordinary tides at Newcastle; neap tide is rather less than 4 feet.
- 15 Feb., 1871. 177. I suppose you do not know why the tide rises higher at Sydney than at Newcastle? I would not care about giving an answer at the moment, not having given the question consideration. Perhaps I am wrong in saying the rise in Sydney is 6 feet.
178. *Chairman.*] Do you find that where you have dredged, at the Horseshoe and alongside the cranes, it fills up again rapidly? Not alongside the cranes, but at the Horseshoe it does. I may give an illustration:—Three years ago we were dredging at Newcastle, and left at the crown of the Horseshoe 21 feet; we returned again about twelve months ago, and that had filled up about 3 feet, not extending any very considerable distance down.
179. Had it filled up over the whole surface previously dredged? No, certainly not; it had filled up over an extent of about 150 feet, through the bank gradually coming down.
180. Was there anything to cause that particular spot to be again covered? The bank just above the crown of the Horseshoe had only about 10 or 11 feet of water at low tide, and in consequence of our dredging to 21 feet just below, the sand naturally tumbled down and shallowed away for some distance. The sand is always finding its way down the harbour in consequence of the deepening of the water.
181. *Mr. Hill.*] I suppose this filling up in a great measure arises from the continuous floods? No doubt that increases the shallowing and silting up, but in years when the floods have not been so bad I have noticed that the silting up has been going on. The sand we dredge is generally sea sand; we seldom have any up-river deposit, except a little at the top, which is darker in colour; but that generally finds its way seaward; it does not specially deposit itself at Newcastle any more than at places up the river.
182. *Chairman.*] Have you noticed any additional sea in the harbour of Newcastle during the last year or two, more than when you first took charge of the dredge? No, I can see no difference.

THURSDAY, 16 FEBRUARY, 1871.

Present:—

MR. DODDS,

MR. FARNELL,

MR. HILL.

GEORGE A. LLOYD, Esq., IN THE CHAIR.

James Hannell, Esq., called in and examined:—

- J. Hannell, Esq. 183. *Chairman.*] You are aware that this Committee has been appointed to inquire into the efficiency or otherwise of the new coal staiths at Newcastle? Yes.
184. Have you had an opportunity of seeing them at work? No, I have never been present when any coals have been shipped from them.
- 16 Feb., 1871. 185. Are you able to give us any evidence as to their construction, or their suitability for the purpose for which they have been erected? So far as I am able to form an opinion from the experience I have had, and from the appearance of the staiths themselves, I believe them to be a most admirable piece of workmanship, and well calculated to perform the work for which they have been erected.
186. Do you think they are in the right place? I think it was a mistake to put them there at all. I pointed out to the then Minister for Works, who happened to be on a visit to Newcastle, that I thought they were going to make a mistake in putting the staiths at this place, inasmuch as they could construct lines of railway at eight or nine thousand pounds a mile, and they were about to expend forty or fifty thousand in the erection of staiths. I asked him whether it would not have been better to have taken a branch line round by Waratah to Bullock Island. He said he had to be guided by the opinion of his officers, and that he was surprised to hear me object to the expenditure of £50,000 in Newcastle. I told him it was not the expenditure I objected to, but the manner in which it was to be done.
187. You think the money would have been more judiciously expended if they had made the shipping place at Bullock Island? Yes, I am quite certain of that fact. In connection with the subject, I may mention that when Mr. Sutherland was Minister for Works, and I was Member for the district, he came down there whilst the coal staiths were in progress, and I pointed out to him what I had previously pointed out to his predecessor, and he perfectly agreed with me that Bullock Island was the proper place.
188. Is the town likely to suffer any very serious inconvenience, when these coal staiths are in active operation, from coal dust—does the wind frequently blow in the direction of the town? The westerly winds frequently blow for months together, and will carry the coal-dust into the town; it will be a serious inconvenience to those who live on the eastern side of the staiths. Coal-dust will penetrate anywhere and everywhere.
189. Are you aware at all whether there is any appearance of white ant in the piles? I have not heard of any.
190. On the whole you think the staiths are admirably adapted for the purpose for which they were built? Yes, that is for loading small vessels. They were built to relieve the pressure on the cranes; but now the cranes are worked by a man of more energy, and who better understands the management of them than anybody who has had them before, and the cranes are capable of shipping more coal than the pits can supply; in fact there was no real necessity for these staiths, although it was thought there was at the time. I believe from thirty to forty thousand tons of coal per week could be shipped by the cranes alone. The cranes are now working very well and giving every satisfaction.
191. There is now no delay to shipping in Newcastle? No delay whatever—no complaint.
192. *Mr. Dodds.*] What is your opinion as to the cause of the delay in shipping coal some little time back? The Companies could not always supply the demand. There was sometimes an extraordinary demand for coal. Then again, for want of proper arrangements they could not trim the coal away as fast as the cranes could give it, but that is obviated now. Then again the coals were not then shipped by night; now they are whenever there is any extra demand.
193. *Mr. Hill.*] Was there any remonstrance on the part of the people of Newcastle when these staiths were about to be built? I never heard of any. They can only be made available for small vessels, without great additional expenditure to dredge the channel out.
194. *Mr. Farnell.*] Are the steam-cranes in the hands of a private individual or of the Government? The steam-cranes are rented by Mr. Russell from the Government.
195. *Chairman.*] Is there anything else that suggests itself to your mind in the way of information to us? I think it was a very great pity, in the interest of the port and district generally, that the staiths should have been erected in that spot at all. They cut off the water frontage from the inhabitants, and there was really no necessity for their being put there. If they had not been put there, there might have been other arrangements made for the commerce of the place. Wharfrage accommodation is required, and the want of it is felt every day, but it cannot be had now.
196. Will these staiths interfere very much with the wharfrage accommodation? No doubt of it.

197. Then it may come to pass that they may have to be removed to give wharfage accommodation to the port? J. Hannell, Esq.
 Yes, unless they give wharfage accommodation on Bullock Island.
198. How far is Bullock Island from the town? Very close to it.
199. Who is working the staiths at the present moment—who is the officer in charge? I think Mr. Russell has worked them, but whether he is the officer in charge I do not know. He told me he had worked them on purpose to make a comparison between them and the Waratah Coal Company's staiths, and that the comparison was most favourable to the Government staiths. 16 Feb., 1871.

Mr. John Paton called in and examined:—

200. *Chairman.*] You are a contractor for works under the Government? Yes. Mr. J. Paton.
 201. And originally took the contract to erect the staiths at Newcastle? Yes.
 202. Was your contract for the whole amount of the work? Yes, with the exception of the stone-work, which was let at first to another man. 16 Feb., 1871.
 203. What was the amount of your contract? I think it was £13,800.
 204. You did not carry the work out? No.
 205. What was the reason? I got into difficulties with my business with another job, and could not start at the time I was bound to start, and therefore the Government advertised for fresh tenders.
 206. Who got the work, do you know? Mr. Macquarie—he finished it.
 207. Was there any difference between his contract price and yours? I have been told he was £800 under me.
 208. When the plans of these staiths came before you, did you suggest any alterations in them, or give an opinion as to whether they would be suitable for the purpose for which they were required? Not until I had signed the contract.
 209. But after you had signed the contract you did give an opinion? Yes, I gave it to several persons, and I mentioned it to Mr. Moriarty himself.
 210. What was that opinion? It was the outlet I found fault with—there was not room enough for the waggons to get away. They might have managed if there was only one Company to supply, but they would never work the four shoots with the lines he had got. Another thing was that I did not consider them high enough; in fact there was never room enough on the ground for the staiths, in my opinion.
 211. Did you make any suggestion at all as to their adaptability to shipping? Yes, I pointed out to Mr. Moriarty, and likewise to Mr. Bewick, Superintendent of Way and Works on the Northern Line, and also to the Messrs. Brown; they asked my opinion, and I told them they never could ship coal there as they were—that they would not be able to get rid of the waggons. There was only one road to take out all the empties.
 212. Did you consider that it was right, having a fixed end to these shoots, without the power of moving it, to make it suitable to the height or depth of the shipping? He had two scoops or drops in the original plan, and I think one has been removed since. I suggested that that should be thrown out; but I was told to go on with the works according to the original plan.
 213. That was before the work was commenced? Yes.
 214. Have you seen these staiths at work? No; I have been on them, but have never seen them at work.
 215. Now they are finished, do you see the same objections that you saw before? Yes, they are very complicated altogether. There is not room enough, to begin with. They could be altered now, if they will do the same as I suggested to them—have drops or cages to take away the empty waggons, the same as they have at many places in England. You can see them on the Eastern Counties line. It is like a turn-table; the empty waggon is shunted back on one side, and the full one on the other.
 216. Have you seen any indication of white ant in these staiths? No. The job has been carried out very well; there is no doubt about that; it has been done as well as it could be.
 217. You think the fault is with the design? Yes.

WEDNESDAY, 22 FEBRUARY, 1871.

Present:—

MR. FARNELL, | MR. HILL.

GEORGE A. LLOYD, ESQ., IN THE CHAIR.

Captain Herbert Cross called in and examined:—

218. *Chairman.*] You are the local Manager and Shipping Agent of the Wallsend Coal Company at Newcastle, where you reside? Yes. Capt. Herbert Cross.
 219. And have been for some time? I have been ten years, within some months, managing the affairs of the Wallsend Company. 22 Feb., 1871.
 220. You ship for that Company very large quantities of coal? I have shipped, I suppose, about 150,000 tons a year; more, I think, during the last twelve months.
 221. Hitherto you have shipped them principally from the steam-cranes? Altogether from the steam-cranes.
 222. Have you shipped any lately from the new coal staiths? Not very recently; but I have shipped some. I may state that we are not in a position to ship from the staiths because our waggons are not suitable; we have only a few, say twenty, of the hopper description, that will ship at these shoots; the cranes will ship both kinds, the staiths but one; but it is the same fashion that is always adopted in coal staiths.
 223. The arrangement at these staiths is the usual arrangement? Yes, for hopper waggons.
 224. Do I understand you to say that the waggons in use at the cranes will not be suitable for the staiths? Some of them will, some will not. There are two kinds now in use, box-waggons and hopper-waggons; the cranes ship both with equal facility, but at the staiths only the hopper-waggons can be used. We are getting waggons for the staiths out of a suitable description.
 225. You say you have shipped some coals from the staiths? Yes, several small cargoes.
 226. Were they shipped to your satisfaction? They were, in so far as actual shipments were concerned.
 227. Were they shipped as rapidly at the staiths as they could have been at the cranes? Not so. I may state that when the first shipment of our coal was made, I attended purposely to see how the staiths acted, more particularly as they were our own coals. I observed certain faults which did at the time retard the shipment somewhat, but which have since been remedied.
 228. Is it the fact that in the first instance the coals would not run? They did not run so rapidly as they ought to have done.

- Capt. Herbert Cross. 229. Was that the fault of the construction of the staiths? It was mere matter of detail, not the fault of the staiths as staiths, because the principle, I suppose, is right enough; but the aperture of the box that receives the coal underneath the waggon was not sufficiently large, but it has been enlarged since. I may state that the first trial of coals that I witnessed was with what is called small coal, and it was on a wet day and the coals were wet, and I venture to say that in any staiths they would not have run so freely as they otherwise would have done; therefore I said at the time it was not a fair trial.
230. You say that whatever difficulty existed then has since been remedied, and they now ship coals without obstruction? Not altogether; everything has not been remedied; some small things have been remedied, and others are in course of being remedied, but still there is necessity for improvement in other particulars.
231. Do you see any serious objection to the construction of the staiths? I think the gradients are too steep; that in wet weather, the rails becoming slippery, there is possibility of collisions with the waggons from their running too rapidly down; and also I think there is not sufficient room to get rid of the empty waggons. I think, too, that a difficulty will be found in shipping coals quickly when there are two or three different Companies' ships at the shoots at the same time; but that difficulty can be got over by more expense, that is to say, by more frequent use of a locomotive, which is, of course, expensive.
232. *Mr. Farnell.*] You are speaking now of the rails leading to the staiths? To and from, both.
233. *Chairman.*] They would only be taking coal at one staith from one Company at a time? Certainly.
234. But there might be four vessels of four different Companies at the four staiths? Yes.
235. And therefore you think difficulties would arise? Certainly, for want of space; not only for the necessary accumulation of the coal itself, but for the getting out of the empty waggons.
236. Do you see any way at all in which that difficulty could be overcome, with regard to the empties? By the construction of other roads it could to a certain extent, but I think not altogether. I think the staiths themselves are of too much magnitude for the space in which they are—I most decidedly think so; and the approach is very narrow, and the room for what I will call the storage of coal, as it were, on the staiths, previous to shipping, is very circumscribed indeed. I may state what I consider an objection. At present a train of coals comes in from a colliery; it is taken right up to the further terminus, in fact, nearly up to the cranes, for the purpose of being weighed; but under any circumstances they have to go up there, because a train consists of from twenty-four to thirty waggons; the engine has then to detach, say twelve at a time, run back below the A. A. Company's bridge, and shunt them up the incline before going back to the different staiths.
237. Is there any defect with regard to the staiths adapting themselves to the vessels as they come under the shoots—that is to say, to a deep ship or a shallow ship? I think so; I think it will be found that only the smaller vessels will be able to load there with any degree of dispatch.
238. What sized vessels do you mean? Carrying 250 to 300 or 350 tons of coals.
239. Does that arise from want of water or the height of the vessel? The height of the vessel. For instance, some of the vessels that we load at the cranes would be too high to come under these shoots.
240. For what reason? Because the shoots themselves are not sufficiently high, with the addition of the spout. At high water, the spout which conveys the coal from the shoots into the vessel will not go over the ship's rail; it can only be managed by waiting until low water, there being a rise and fall of 4 feet.
241. Do you see any way in which that defect could be remedied? I do not.
242. Is that a permanent defect? It is.
243. Are coal staiths in England constructed on the same principle? I cannot tell you; I have never been in a coal port where they were used. I have been in South Wales, where they use a different style. I believe the principle is in use at home, but they are considerably higher.
244. Can these staiths, according to your judgment, ship coals as rapidly as the cranes? I think not at present, with these faults about them, because there is time lost in fetching the coals up, taking away the empties, and returning for more; but by the employment of an extra amount of labour, and an extra amount of locomotive power, you can increase the quantity shipped wonderfully, but only by increasing the expense of the shipment, which is a consideration.
245. Would the expense be increased to the proprietors of the coals, or to the Government? To the Government, of course.
246. The Government undertake to ship coals at a price? Yes, and then contract with a contractor to ship them at a price. That contractor, having a full knowledge of what his men would have to do, and how many men he would have to employ, would ask his price accordingly, and of course would stipulate for the necessary amount of service to be rendered by the Government locomotives.
247. Are you at present satisfied with the manner in which your coals are shipped at Newcastle, at the cranes and elsewhere—you have all the facilities you require? Yes, there is nothing to complain of at present, unless it is small matters of detail.
248. Supposing there were a trade at Newcastle equal to the largest trade ever done there, when vessels used to be waiting three weeks or a month for their turn, are there sufficient facilities to do such a trade as that? I think so, properly managed; that is to say, there is sufficient machinery for the purpose.
249. Is it the fact that at present the shipping trade of Newcastle is very slack? It has been very slack since Christmas, more so than I have known it for several years.
250. Is there any particular reason you can give for that fact? No, the reason must be found in matters applying more to commerce than anything else.
251. There is no great encouragement to ships to come for coal? I think not. Freights have been low, and vessels were not to be had when they were wanted. To illustrate further my answer to your question as to the space at the staiths being too contracted to admit of vessels of any size being conveniently handled there, I have made a rough sketch (*produced*) showing how they lie at the shoots. I wish to give it as my opinion that the place is so far ill chosen that there will be a difficulty in working vessels of any size to and from the shoots. The space is too confined to admit of the movements necessary to a large vessel hauling to and from the shoots. There is a bank right opposite, and a width of only 50 fathoms. The ebb tide sets in a bad position for vessels lying there; and the strong westerly breezes will also be injurious, the two together pressing them hard upon the shoots.
252. The vessels lie inside one another? They will have to lie overlapping one another.
253. Will any serious difficulty arise from that? There will be some delay in taking a loaded ship away and putting an empty ship in. There will always be more delay than there should be, because one vessel, for the requirements of the trade, should follow another as quickly as possible.
254. Is there any other part of Newcastle where you think these staiths could have been more judiciously erected? I think it is the general opinion—it certainly is mine—that the coal staiths altogether should have been erected at Bullock Island.
255. Do you consider that where they are they will be a great inconvenience both to the town and shipping? Certainly, it is a great inconvenience to have the whole water frontage of the town cut off by the coal traffic. Of course it may be considered that it is by that traffic the town lives; and I dare say you could find plenty of advocates for the work being done there, for the sake of their particular business; but I am glad to be able to record my opinion that the whole business of the shipping of coal, both at staiths and cranes, has been established without due regard to the formation of the harbour and the future requirements of the place, taking into consideration the progress it is making and will make.

256. What effect has the construction of the staiths had upon the property of the town immediately in front of the staiths—has it increased or decreased the value of it? I do not think I can answer that question, because they have as yet not been sufficiently in action to determine that. It would be favourable to a public-house or two, no doubt, but unfavourable to other people, in consequence of the coal dust being blown in at their windows and over their goods by the westerly winds. Capt. Herbert Cross.
22 Feb., 1871.
257. *Mr. Farnell.*] Supposing four vessels were lying at these staiths, could the vessel at No. 4, if loaded, pass the others? Yes; but it would be matter of difficulty under certain conditions without the chance of collision.
258. Does No. 4 staith go further out into the channel than No. 1? I do not think so. No. 4 is a low shoot, and only adapted to small vessels and lighters.
259. The channel is curved there? Yes.
260. Is the water very much shallower at No. 4? Yes, and close to it is the opening of a sewer from the town, which brings down a deposit and makes a small bank there.
261. If these shoots were made so that larger vessels could go under them, is there sufficient water for such vessels to get there? There is not water enough at present to enable them to get away when loaded.
262. *Chairman.*] Have you any reason to believe that the piers have been attacked by the white ant? No, I have no knowledge of it, nor any idea of it; I should not judge so myself. I have not heard a whisper about it. It is a magnificent piece of work—there is no doubt about that.
263. *Mr. Farnell.*] Could not these shoots be made to be raised and lowered according to circumstances? Not from their present construction—not without very considerable alteration.
264. Would that be expensive? I fancy it would.

Mr. John Waddell called in and examined:—

265. *Chairman.*] You are Manager and Shipping Agent of the Lambton Coal Company at Newcastle, where you reside? Yes. Mr. John Waddell
22 Feb., 1871.
266. And have been so for many years? Twelve years altogether; seven years with the present Company.
267. You have shipped large quantities of coals at Newcastle for that Company? Yes.
268. You have lately been shipping them at the cranes? We have always used the cranes.
269. Have you been able to ship them as rapidly as you desired? Not at all times.
270. Have you been subject to very much delay? Frequently, when there is a press of shipping in the winter season, we have lost trade through lack of facilities to load with despatch.
271. Have you shipped any coals at the new staiths lately erected? Yes, about 4,000 tons.
272. What is the largest sized vessel you have loaded there? Carrying 360 tons.
273. Were the coals shipped to your satisfaction in that vessel—were the coals as well shipped at the staiths as at the cranes? There is more breakage to the coals at the staiths than at the cranes.
274. Will you give us what you consider the reason for that? The crane lowers the waggon down to the combings of the hatch and drops the coal into the ship's hold, but at the staiths the coal first drops into the spout and runs down the spout into the ship's hold—two falls instead of one.
275. How much greater distance is the fall at the staiths than at the cranes? That depends upon the tide; there is a rise and fall of about four or five feet. The crane can lower the waggon more or less to suit this—not so the shoots.
276. Then you would prefer shipping at the cranes? Yes, it preserves the article better.
277. Did you find any difficulty at the staiths with regard to getting the waggons up and down? There will be considerable delay in this respect. They have only been worked on a small scale as yet. When they are working largely there will be considerable delay, because there is not sufficient accommodation either on or about the staiths to allow of their being worked effectively and economically.
278. The empties go down on a separate line? Yes.
279. There would not be sufficient room if the shoots were all at work? They could not be worked to the extent they ought to be without making more room for the standing full and empty waggons. There is only room for twelve full waggons at a time to go up the shoot, that is, to go beyond the points where they come back, so that an engine is required constantly to feed them, to have any result at all. Then the empty waggons, when they come down, all run into one main line; and supposing there were four Companies using them, all these waggons would get so jumbled up that there would be great loss of time in getting them shunted out; in fact there are no sidings to shunt them out to at present.
280. Can you see any way by which the defect can be remedied? As far as the empty waggons are concerned, something might be done. Instead of bringing them all down the one main line, I would make roads underneath the staiths for the empty waggons, so that there should be a separate line under each shoot, that is, the waggons emptied at each shoot should go back on a separate line of their own, instead of all four converging into one main line.
281. We have had some evidence from a gentleman who has been here before, that the best way would be to get rid of the empties by a cage? That is another plan; of course it is matter of opinion.
282. Do you think that as good a plan as the one you suggest? I hardly think so. I think the one I speak of would be more easily accomplished.
283. Do you see any difficulty with regard to vessels of different sizes lying at these staiths—can the shoots be adapted to them or not? The staiths are not all of one height, but no very large ship can load at them.
284. What is the largest vessel you think can load there? Conveniently, I should say a vessel carrying 500 tons is large enough; but vessels are of different build—some are of heavy draught and high, others shallow and low. The build of the ship has a great deal to do with it. As large a vessel can load there as can go down the channel.
285. We have the evidence of the Dredge-master, who states that within three months there will be a depth of twenty feet right through? Even then there is a difficulty in handling large ships up there; there is only a narrow space to do it.
286. Are there sufficient facilities in Newcastle now, according to your judgment, to ship all the coals that would be required, assuming that the trade were as large as the largest trade ever known there, taking cranes and staiths and private facilities into account? Yes, if the trade were equally divided between them—if the trade were portioned out, as it were.
287. Are there any suggestions you would like to make to the Committee at all with regard to these staiths? It is too late now, but I do not think they ought to have been there at all.
288. Is there any place where you think they could have been more appropriately placed? I think so.
289. Where? Bullock Island. Larger ships could have gone there, and there would have been more room to work, both on shore and afloat.
290. *Mr. Hill.*] Would it not have taken a great deal of money to have put them there? It would have taken more money, but we should have had four times the benefit.
291. *Mr. Farnell.*] It would have been more economical in the long run? In the end it would; but we shall have to make the best of it now, I suppose.
292. *Chairman.*] Have you seen or heard of any indication of white ant in the staiths? Yes, I have heard it.
293. In what part? Low down, I think it is. I have seen men trying to prevent it all round about the staiths.

- Mr. John Waddell.
22 Feb., 1871.
294. Is it that they are trying to destroy white ant that has already appeared, or to prevent its coming there at all? The ant has been there, and they are trying to prevent its spreading further.
295. Has it done any serious damage? No, I think not.
296. Mr. Farnell.] Was the white ant in the timber that was used in the construction of the staiths? I should think not. I do not know from my own observation, but I should fancy not. It was not observed till long after they were up.
297. Mr. Hill.] Do you know of your own knowledge that the white ant is there, or do you simply conclude that it is so from the fact that they are using preventive measures? That is all, and from general report.
298. Have you ever paid much attention to the workmanship of the fabric altogether? Yes.
299. Does it seem to be well done? It is a very good piece of workmanship.
300. Chairman.] Is the coal trade at Newcastle at present slack? It is—it could not be slacker; in fact, there are only about two vessels to load in the harbour at the present moment.
301. Mr. Hill.] It is always slack at this time of year? Yes, but it has not been so slack as at present for a considerable time.
302. Chairman.] Has the trade been increasing or decreasing during the last twelve months? I do not think it has increased during that time.

ADDENDUM.

The delay attending the working the staiths will easily be understood when it is explained that the coal in coming from the pits has to be brought past them about half a mile, then more or less delay will always occur before a supply can be sent back, and twelve waggons are all that can be put on at one time; the same process has to be gone through before another vessel is supplied, and should a vessel require only one or two waggons to complete her loading the same delay arises,—they have to come from the wharf at the cranes, there being no depôt at the staiths. On the other hand, should a vessel leave a waggon or two on the shoot and the next one require another Company's coal, there is difficulty and delay getting these full waggons off the staiths again,—they must come back the road they went up, there not being height down the empty road; in fact the place is too cramped both on shore and afloat, to get through the work expeditiously, as delays will occur very frequently from the causes mentioned, if all the staiths are at work, and the greatest care will at all times require to be exercised to avoid collisions and damage to waggons.

In consequence of vessels having to lie in an oblique direction while loading, the ebb tide and westerly winds have the effect of making the berth exceedingly uncomfortable and unsafe, by setting them in on the stones. My experience has shown that in every case shipmasters object strongly to load at the staiths, and only do so as a last resource, to save time.

It is contemplated I understand to deepen the channel to 20 feet. As it is not at all probable that any vessel approaching that draught will be likely to load at these staiths, I consider the dredge would be far more beneficially employed in making additional berths to moor ships of that class after they are loaded; the accommodation for loading large ships is now in advance of that for mooring them afterwards; therefore, supposing the staiths were adapted for loading the larger class of ships (which no one will admit), what would be the use of it without a place to put them then?—they cannot occupy the loading berth till they are ready for sea.

Great delay and loss to large ships has frequently occurred through the deficiency in deep water berths for them after they leave the cranes; this is a serious drawback, and ought to have immediate attention.

The depth of the channel is somewhat in keeping with the class of vessels that is likely to load at the staiths, so that in the interests of the port the dredge is more urgently required in the Horse-shoe than in the channel from the staiths.

Mr. James Russell called in and examined:—

- Mr. J. Russell.
22 Feb., 1871.
303. Chairman.] You are the contractor for working the steam cranes at Newcastle? Yes.
304. And have been for many years, I believe? Yes.
305. Have you had the contract ever since the cranes were erected? I was with the Government for two years, and I was with the Wallsend Company when they first got the cranes. Since then I have worked them under a Government contract.
306. What is the quantity that you can ship at these cranes now per day? I could ship about 4,000 tons a day, and more if it was required.
307. At the cranes alone? At the cranes alone.
308. What is the largest quantity you have shipped in a day at the cranes? I have shipped, with the six cranes, over 3,000 tons.
309. How many cranes have you? Eight now.
310. What depth of water have you got alongside the cranes—the deepest? From 17 to 19 feet at low-water.
311. Do nearly all the vessels that load now take their coals at the wharf? They require to lighter a portion still, for that part where the big ships go to; the wharf has not yet been dredged.
312. Have you loaded any vessels at the new staiths? Yes, a good many.
313. Are you the contractor for loading vessels there? No; I made an agreement with Mr. Moriarty that I should load the coals at the staiths for the same price as I am doing at the cranes.
314. And all the coals that have been loaded at the staiths have been loaded by you? Yes.
315. Is it quite as convenient for you to load ships at the staiths as at the cranes? It would be, providing they were right, and there were proper facilities for doing it.
316. What is there about them that is wrong? To do any work that is required it wants a locomotive that can go round all the curves, and lower the waggons down to the shoot, because the grades are heavy, and it takes too much time lowering the waggons down from where the locomotive leaves them to the end of the shoot; we cannot take more than a limited number at once; we could not take more than two on a day like this. We have to put a sprag in the wheels to stop them.
317. Is there any other defect except that you now mention? They will never be wrought as cheap as the cranes.
318. What other defect is there? The defect is in the shunting of the empty waggons; they have all to come down upon one line; but that can be remedied.
319. There is not room upon that line? No.
320. How can that be remedied? By having other branch lines, and when they come to the bottom of the present inclines to have back points, and bring them back upon a different line altogether,—especially for Nos. 1 and 2 shoots. The present line that is in existence will do for Nos. 3 and 4.
321. Do you find any difficulty in adapting the shoots to the size of the vessels that come under them? No; the shoots are quite high enough for any vessel that can go down with the draught of water in the channel.
322. But the draught of water, we are told, will soon be 20 feet. As soon as we get 20 feet up to the shoots, can the shoots adapt themselves to vessels drawing 20 feet? When you make the depth of water 20 feet you give the A. A. Company the benefit of it.
323. If we make the channel 20 feet deep up to the staiths, can a vessel drawing 20 feet load at them? No.
324. Why not? They are not high enough for that. A ship that draws 20 feet of water would require a fall of 20 feet, and we have not got it. Her depth of hold would be about 24 feet, and then there is the height of the bulwarks.
325. What height have you got at the shoots,—how deep a ship can you take under the shoots? A ship with about 16 feet depth of hold.

326. *Mr. Hill.*] Do I understand you to say that a vessel drawing 20 feet of water would show too much side to the staiths at high-water, which would render it impossible to load her? Yes; in fact I have discussed it with Mr. Moriarty, and he told me the staiths were not intended for vessels so large.
327. *Chairman.*] Have you facilities in Newcastle now for doing the largest trade that was ever done there? Yes. Mr.
J. Russell.
22 Feb., 1871.
328. Without any delay to the ships? Yes, even if it were to increase one-half more.
329. *Mr. Hill.*] Then the arrangement of the cranes must be very perfect? Yes, it is a very good arrangement.
330. *Chairman.*] If the alterations you suggest were made at the staiths, what quantity of coal could you ship at the four staiths, if you were in full work, taking into consideration of course that you cannot get very large ships there? Taking one day with another, 300 tons a day at each staith.
331. You have told us that with the eight cranes you can ship 4,000 tons a day, and that with six cranes you have shipped 3,000 tons; but now you tell us that with the four staiths you could not ship more than 1,200 tons a day? Yes, because we cannot get the class of ships to do more. Another thing against these staiths is that they lie very awkward for the tide, and you cannot shift vessels at all times, particularly when it is blowing hard from the north-west, and the ebb-tide is directly upon the ship's broadside. You see, down at the cranes it is not so bad, because it takes them quarterly, and has not so much power upon them.
332. What is the largest amount of coal you have shipped in any one day from any one crane? I have shipped a thousand tons; that is, perhaps, with working an hour or two at night. I have shipped over a thousand tons; but these cases are exceptional, and cannot be taken as a rule.
333. You think you could ship the coals from the staiths at the same price as from the cranes? Yes, providing everything were put right into my hand. If there were a trade for the staiths it would be different—it could be done for less; but there is no trade for the staiths.
334. What kind of trade do you refer to? Supposing we had a class of ships fitted for that particular place. We cannot get all vessels to go there, for they will not suit.
335. What will not go there? Large ships cannot go there.
336. Would the coasters that are now running, the ordinary colliers, prefer the staiths or the cranes? They would prefer the cranes, because at the staiths there is nothing to make the ships fast to, and very few of the colonial ships have many lines to make themselves fast. There are not the conveniences at the staiths that there are at the cranes for making them fast.
337. Do you consider that these staiths would have been better at any other part of Newcastle than where they are? We can see now that they ought to have been at Bullock Island.
338. The coals get more broken at the staiths than at the cranes? Yes, decidedly; they would at any shoots. Nothing can exceed the cranes for saving the coals. The reason of that is, that at the staiths they have first to fall 6 or 7 feet from the bottom of the waggon to the hopper, and then they run down the spout and fall as much more into the hold of the ship; whereas at the crane the door of the waggon is landed on the ship's hatch, and the coals fall direct into the hold.
339. So that any person having a choice would prefer the crane, from that fact alone, that the coal would be less broken? Yes.
340. *Mr. Farnell.*] Did you ever know of the coal waggons running away on the staiths? Yes.
341. Was any damage done? Yes; but that could not be attributed to the shoots. As I tell you, we have to sprag the wheels, and this accident occurred through the breaking of a sprag when there was not another sprag handy.
342. All that could be obviated by an alteration in the rail? No, the only thing to do away with it is to have a small locomotive to put the waggons down to the shoots; that would be the first move I would make.
343. Notwithstanding that the gradients are very steep you would work them with an engine? Yes.
344. *Mr. Hill.*] With reference to the difficulty about fastening the ships at the staiths, are they not about to erect what are called dolphins, for that purpose? Yes.
345. Have you ever noticed the white ant in the staiths? Yes.
346. Is the wood much attacked? No; they are preventing it by using tar.
347. How long is it since the white ant was discovered? It has been discovered some time; in fact the whole wharf at Newcastle was attacked—the wharf the cranes are on.
348. *Chairman.*] Is the trade at Newcastle very slack now? Very slack.
349. Less than ever known? Yes. One thing is that the facilities are now so great that ships are soon loaded and get away quickly.
350. If a ship carrying 1,500 tons came to Newcastle, how soon could she be got away? If the captain did his best, I do not think she need lie more than eight or nine days from the day of arrival. I have put one of my own away in three days with about 800 tons of coal and 170 tons of ballast. In another case I put away a brig in two days, 114 tons of ballast and 400 tons of coal. It is a common occurrence for the intercolonial vessels of four to five hundred tons to be only two days in port altogether.
351. What becomes of the ballast from vessels that go to the staiths? They must discharge at the dyke before they come to the staiths.
352. On the whole you consider the staiths tolerably successful? Yes, with the little alterations that want to be made.

WEDNESDAY, 1 MARCH, 1871.

Present:—

Mr. BROOKES,	|	Mr. FARNELL,
Mr. DODDS,	|	Mr. HILL,
Mr. SUTHERLAND.		

GEORGE A. LLOYD, ESQ., IN THE CHAIR.

Edward Orpen Moriarty, Esq., called in and examined:—

353. *Chairman.*] You are Engineer-in-Chief for Harbours and Rivers? Yes. E.O. Moriarty,
Esq.
1 Mar., 1871.
354. And have been for many years? Yes.
355. As such you prepared, some years ago, the plans and specifications for the coal staiths at Newcastle? Yes.
356. In what year was that? I think it was about 1866.
357. At whose instance were these coal staiths placed where they are—did you select the site, or did any one else? I presume I am mainly responsible for it; but I may explain that the spot had been always used for coal staiths, and had, from the earliest times at which I was connected with Newcastle, been set aside for the purpose. In Sir William Denison's time a very extensive correspondence took place with the then occupiers of the land in reference to it, and the whole place seemed to have been considered a place at which coal was to be shipped as soon as arrangements could be made.
358. Was it suggested to you, at the time this matter was under consideration, that any other place would be more desirable than the place where these staiths are? I cannot remember any particular suggestion. I have no doubt the whole subject was discussed.

E.O. Moriarty, Esq. 359. Were any suggestions made that Bullock Island would be a much more suitable place? No, I cannot say I remember anything of that kind. Many years ago, in Sir William Denison's time, there was a project for carrying a jetty out from Bullock Island in the direction of Mr. Brown's dropship, in order to ship coals there.

1 Mar., 1871. That I opposed, and succeeded in getting the project laid aside.

360. Did it not occur to your mind, while selecting a position for these coal staiths, that if the trade of Newcastle increased, they would want a considerable amount of wharf accommodation for general traffic, and that that wharf accommodation would be materially interfered with by placing the coal staiths where they are? I consider the coal trade of Newcastle by many degrees the most important trade connected with the port; without the coal trade it would be nothing; the general trade amounts to very little. All along we have been forced to keep pace with the requirements of the coal trade, disregarding every other consideration—it is the only trade they have got.

361. We have had a good deal of evidence to show that Bullock Island would have been a much more suitable place for these coal staiths—every person we have examined has concurred in that opinion—and we wish to know what were the particular reasons which induced you to place them where they are? There were a good many reasons. The most important is, that by placing them where we have done we were enabled to get them into operation at a very much earlier date than we should have done at Bullock Island; and at the time we commenced we contemplated getting them into operation much sooner than we did, though from causes which I shall presently mention we were unable to do so. It was obvious that to keep pace with the increase of the coal trade we must adopt immediate means to increase the accommodation. Deputations, petitions, representations of all kinds, were continually coming in to the Government, urging increased shipping accommodation. It was found that the cranes were altogether unable to keep pace with the increasing trade, notwithstanding that we were putting up additional cranes as fast as we could. To meet this rapid increase in the trade we adopted the means which we thought to be most immediately available. If we had gone to Bullock Island it would have taken very much longer time to have completed the arrangements, and would have cost three or four times the amount of money.

362. Having come to this determination, you prepared plans and specifications and called for tenders? Yes.

363. Do you remember who was the first tenderer, or the amount of the tender for them? Not at this moment.

364. Was not Mr. Paton the first contractor? Mr. Paton tendered, I think, for the masonry of the foundations only.

365. Did he not contract for the whole work? I do not think so; I will not say positively, speaking only from memory.

366. Is it a fact that Mr. Paton tendered and did not perform the work? Yes, he took a contract and we had to take the contract from him.

367. And fresh tenders were invited? Fresh tenders were invited two or three times.

368. And finally the work was contracted for by Mr. Macquarie, who finished it? Yes.

369. Can you remember whether the subsequent tenders were at a lower or a higher rate than the first one—was there much difference? I really cannot remember now. I think we took tenders in this way: first, for the foundations; and the contractors for the foundations failed—two or three of them in succession—and we had to take the contract out of their hands. Then we called for tenders for the timber superstructure, and Mr. Macquarie's tender was accepted. I do not think that before that we had called for tenders for the superstructure.

370. Mr. Macquarie's tender was finally accepted, and he has performed the work? Yes.

371. Has he performed the work to your satisfaction? Yes.

372. And the staiths are now at work? Yes.

373. Are they working to your satisfaction? They are.

374. Have you discovered any defects since they commenced working that you think might be remedied? There were a few trifling matters—very trifling matters—that were discovered after we commenced to work the staiths. One of them was a defect which led to a great deal of newspaper writing at the time,—that was, shovelling the coal. The door of the first truck that was discharged over the hoppers opened at one side, and some of the coal—a small quantity, nothing to speak of—went out over the combings of the hopper. There were no standing-up combings around it at the time. The way that arose was this:—In designing, or rather in preparing, the plans for these staiths, I sent to Messrs. Morchcad & Young, whose office is close to mine, to get a copy of the plans of their most improved coal-waggons. They sent them to me, and I put them into the hands of the draftsman. On these the hopper was designed, showing the position of the truck over the hopper. The first truck that was sent up was one of Mr. Brown's, New Lambton Colliery; and instead of the side frames being 13 ft. 6 in. long, as shown on first-named truck, they turned out to be 15 ft. The result was that the truck was not able to go fairly over the hopper. The opening has since been altered; and since that has been done, and we have put combings round the hopper, the thing has worked perfectly.

375. Do you not find some defect in regard to vessels of different size adapting themselves to the shoots,—is there not a defect in the shoots being fixed instead of being movable, to adapt themselves either to a low vessel or a high vessel? It is not the case that the shoots are fixed; on the contrary, the very principle on which these shoots are designed is to afford the greatest possible accommodation in that respect; that is to say, they are designed to take in large vessels and small vessels. The shoots, which some persons have designated a fixture, are perfectly free, and may be lowered or raised perpendicularly or to any required angle; so that the statement that the shoots are fixed is untrue.

376. Has any difficulty been found to exist that could be removed? I do not believe there is any difficulty. I may explain that the shoots are hung in such a way as to be movable at the upper end as well as the lower end. The upper end is capable of being lowered 4 or 5 feet; and the lower end is capable of describing an arc of about 34 feet, that is, it can go up horizontally or to any angle or any position. So that if a large vessel—a vessel, we will say, with a rail 19 feet 6 inches above the water, which is a large vessel—can come in under the shoot, the shoot entered into her hold, and the coal allowed to drop gently into her hold. There is a door at the end of the shoot to regulate the discharge. When the vessel goes down in the water, as she is being loaded, the upper end of the shoot is lowered to the second compartment, which is about 3 feet below the upper one, the lower end being still kept at any desirable angle, keeping the incline at anything you like. If the coal is running down too fast and getting broken, you simply hoist it a few inches.

377. And you can do that without shifting the vessel? Yes, and one man can do it. Perhaps you will allow me to explain that in preparing the plans for these coal staiths, I was guided entirely by the experience which has been obtained in shipping coals on the River Tyne, at South Shields. These staiths are as nearly copies of the Tyne staiths as the circumstances will admit. We have not quite so great a range of tide at Newcastle as in the Tyne, and therefore it is not necessary to have quite so great provision for alteration in the position of the shoots; but, as far as our requirements go, our arrangements for that purpose are quite as convenient as on the Tyne.

378. What is the rise and fall of tide at Newcastle? It is now from 5 ft. 6 in. to 6 ft. at springs, and from 2 ft. 6 in. to 3 ft. 6 in. at neaps. Perhaps you will allow me to mention, in connection with that branch of the subject, that since I have had charge of the works at Newcastle I have increased the range of tide by nearly a foot. The breakwater on the north shore has had the effect of widening the entrance by about 600 ft. This admits a greater body of tide into the river, there is a greater body going out, and consequently a greater scour on the bar. The bar has, therefore, been deepened, and a greater body of water goes in and goes out every tide.

379. Has any difficulty been found to exist in consequence of these vessels overlapping one another at these shoots—has it been found that the tide at all seriously affects these vessels as they lie overlapping one another? With reference to that you must remember that you are dealing with a work which has not been finished; the dolphins

by

by which these vessels are proposed to be kept in their places are not there. The getting of the piles for them has been delayed by bad weather and other circumstances, but when the dolphins are in place there will be no difficulty whatever; without the dolphins there is a slight difficulty. E.O.Moriarty, Esq.

380. Will not these vessels lying in that position, overlapping one another, materially interfere with the channel—will they not take up a larger portion of the channel than if they were lying in a straight line? The only additional portion of the channel occupied will be 15 or 20 feet at the outside. On the Tyne the shoots are 100 feet from centre to centre; my shoots, Nos. 1 and 2, are about 200 feet.

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381. With reference to the coal-waggons on the shoots, has it not been found that there is great difficulty in getting rid of the empties—that the empties choke one another up? I dare say there is at present; but this is another case in which we are dealing with an incomplete work. The reason is this:—It was discovered, when the works were well advanced, that a portion of land, always believed to be Crown land, and which formed part of the ground on which these staiths were erected, belonged to the Executors of the late Dr. Mitchell. The Government tried every possible means to get the Executors of Dr. Mitchell to sell this land or part with it in some way, but they asked a most extravagant price for it, and the result has been that the Government has been unable to come to terms with them. A Bill was prepared to empower the Government to take the land, but it has not been passed. Seeing that we were in this difficulty, I proposed to the then Minister for Works, Mr. Sutherland, that we should adopt makeshift arrangements to get past them, rather than be forced to buy the land at an exorbitant price or have the works kept back; and we have just one line for empties now, passing round this piece of land belonging to the late Dr. Mitchell; but when we obtain this piece of land we shall have four sets of lines for empties, each shoot having its own siding for empties, which, as they drop down, will run into their respective sidings.

382. Did it suggest itself to your mind that the empties might be got rid of by a cage? Yes; I had a dozen different plans prepared before determining on this. The advantage I claim for this plan is that the whole thing is done by gravity. The coal-trucks are run to the top of the incline by the engine; each train then drops down by gravity to its own respective shoot; the trucks are then discharged, and being reversed, are run out again by gravity to their own respective sidings; so that not a pound of power, either horse, steam, or man, is applied to the moving of the trucks until they go out on their own respective sidings. That is the plan that has been so much lauded on the Tyne, and which I have followed. If there had been cages or drops to lower the waggons right down, there must have been a good deal of intricate machinery; and when a truck got down it would have required either a steam-engine or a horse to take it to its proper line.

383. If these shoots are being employed by four different Companies at once, shipping coal in four different vessels, will they be able to get through their work without any delay or difficulty? Perfectly; there will be no difficulty whatever.

384. Has it come under your notice that there is any indication of white ant in the timber? We have found white ant.

385. Is the damage extensive? No, I do not think so. We have carefully overhauled all the timbers, and in a few of them we found white ant. It will require very careful watching; but these timbers are so placed, with a free circulation of air about them, and they are so easily seen in all directions, that I do not think there will be any difficulty in keeping the white ant out of them.

386. Then, on the whole, you have every reason to be satisfied with the manner in which the works have been performed, and the manner in which the staiths are acting? Yes, with the exception of not having a sufficient number of sidings for the empties, which will be remedied as soon as we get the land I have referred to.

387. *Mr. Hill.*] Were you present when the staiths were set working at first? Yes.

388. Then the evidence you have given is from actual observation? Yes. On the first occasion it was raining heavily, and everything about the shoots was rough and rusty. There were two trucks of saturated slack, as wet as it could be, and these were tipped into the box, and the coals did not run at first; the shoot was too high, but when we lowered it they did run.

389. What is the object of constructing the dolphins? Merely to secure the vessels. Perhaps you will permit me to show you the plans. (*Plans of the coal staiths produced and explained to the Committee.*)

390. *Mr. Dodds.*] From your knowledge of the coal trade of the port of Newcastle, do you consider the appliances sufficient to meet the demand for the supply of coal without any unnecessary delay? I think they are at present, but I am quite satisfied the trade of Newcastle will grow far beyond our present means of shipping.

391. I speak of the coal staiths, together with the cranes and other appliances for shipping coal? Yes, I understand you; but I am quite satisfied we shall have to make further provision. Just now the appliances are beyond our requirements, but if the trade this year had been equal to that of last year I do not think they would have been.

392. *Mr. Farnell.*] You think the coal trade will increase? I am satisfied it will be an enormous trade; if it goes ahead at the same ratio as it has done during the last ten years, it is difficult to say what it will amount to; and I believe it will go on increasing in a greater ratio.

393. *Mr. Dodds.*] In that case it will be necessary to extend the appliances? Yes; and provision has been made by the Government for that purpose. A sum of money was voted for a coal basin which I proposed constructing inside Bullock Island, as soon as the trade is sufficient to justify it.

394. *Mr. Farnell.*] It has been given in evidence that the curves are very sharp on the rails leading to the shoots, and that they have to grease the rails to enable the waggons to get round—Is that correct? It is one of those things which is partly correct and partly incorrect. You are aware that in coming down the incline there is a certain gradient, then there is a bit of level, where the down line for the empties crosses the line for the fulls. There is a bit of level where these two lines branch, and beyond that the line slightly rises again to the hopper. Where the one line crosses the other, and where the points come, the rails have to be greased, and that is the only grease that is put on. Where the curves come there is no grease.

395. Is the momentum sufficient down the incline to carry the waggons along the level and push them up the small incline you speak of? It has been proved that it is not only enough, but enough to carry away the uprights at the end. But it is under perfect command. The gradient is 1 in 75: on the Zig Zag it is 1 in 40.

396. The construction of the line is not blamable for the waggons running away? Certainly not, because there were only two that ever ran away since the thing has been at work, and they ran away because the breaks were out of order. The whole train had been under perfect command down to that point, but they lost command of these two when they disconnected them from the remainder of the train, because the breaks were out of order.

WEDNESDAY, 8 MARCH, 1871.

Present—

MR. BROOKES,
MR. DODDS,

MR. FARNELL,
MR. SUTHERLAND,

GEORGE A. LLOYD, Esq., IN THE CHAIR.

Edward Orpen Moriarty, Esq., called in and further examined:—

397. *Mr. Brookes.*] You are aware that a Select Committee sat in 1856 and 1857, and reported in February, 1857, on the question of the extension of the Great Northern Railway from Honeysuckle Point, its then terminus, to Watt-street, Newcastle? Yes, I see from the report and evidence now put into my hand that there was such a Committee.

E.O.Moriarty,
Esq.

398. 8 Mar., 1871.

E.O. Moriarty, Esq.
8 Mar., 1871.

398. I want to draw your attention to the opinion you expressed at that time. You are aware that a high-level railway was proposed by Captain Mann, as Railway Commissioner, to be twenty feet high, and to be constructed right across the town frontage to the water? I remember that the matter was discussed, but I cannot now tell you to what extent it went. It could not have been approved of, because it was not adopted. The plan then proposed was, as far as I remember, to take a high-level railway right down in front of the whole town of Newcastle, continuing the whole length of the water frontage; and it seemed to me very unadvisable to cut off the whole water frontage by any such structure. The plan I have since carried out is totally different from that to which I objected then. It simply constructs a high level railway at one extremity of the water frontage, and it does not occupy the wharf any more injuriously than it would be occupied by a steam crane.

399. Your opinion then was that the water frontage should not be cut off by a high level railway? Not the whole water frontage of the town.

400. You say that this elevated railway and staiths which you have put up are distinct from the plan proposed by Captain Mann? Quite distinct.

401. In what particulars? In the first place, they only occupy a very small portion of the water frontage, and that an almost inaccessible portion as regards the other traffic.

402. You are aware that the wharf is now entirely occupied by the steam cranes and these staiths, except about a ship's length between the steamboat wharf and No. 1 crane? About two or three ships' lengths.

403. That is the only spot at present at which a flour ship, a timber ship, or a ship bringing any commodity, can discharge? No, that is not the case. If you look at the regulations for the wharfage of Newcastle, you will find that a ship may discharge at any place along the whole frontage. It has been specially reserved in the regulations that a vessel requiring the use of the berths at Newcastle may do so upon payment of a certain charge; so that any vessel wanting to land flour, rails, machinery, or anything else, may employ the cranes for that purpose.* I think 10s. per hour is the charge. Any vessel may go under the cranes, take up any berth, and load or unload.

404. What I want to get at is that there is no wharfage available to the general trade except that small portion between the steam-boat wharf and No. 1 crane? I do not think that should be said, because, as I have explained, the whole wharf is available. If you refer to the regulations you will find that there is a provision for a vessel occupying any portion of the wharf for other purposes than coal purposes. I drew up the regulations for the working of the cranes and the wharf at Newcastle, and I was very careful to provide for that; because, although I knew the coal trade was the great trade of the port, I still thought it inexpedient that the whole wharfage should be sacrificed to that, when it might be required for other purposes.

405. *Chairman.*] Still it is a fact that the wharf accommodation at Newcastle is very much circumscribed? It is; the whole of the space has been almost monopolized by the coal trade.

406. *Mr. Brookes.*] Are you aware of any instance in which a vessel containing merchandise has been discharged at any other spot than the one indicated? I cannot say I am; but I know a vessel could be discharged if she sought to do so.

407. You say almost the whole frontage is pre-occupied by the cranes and staiths? Yes, the greater part of it.

408. Have you any recollection of what you recommended in 1857, with respect to staiths being erected at Bullock Island instead of on the wharf frontage? I can hardly speak from memory. I have not since looked at the evidence which I then gave, and it has quite gone out of my mind. Until you put this report into my hand, I had wholly forgotten that there had been such a Committee.

409. Have you any recollection why the scheme for a high-level railway was abandoned? I remember at the time considering that it was very inexpedient that the whole water frontage should be monopolized by the coal trade, and I thought it would be monopolized if a high-level railway was carried along it. I further objected to it on the score of its extravagant expense, because all the sidings and lines for the full and empty trucks, which have since been constructed on the level at a very moderate cost, would then have had to be constructed on a most expensive viaduct at a height of 20 feet in the air.

410. What is the height of the present staiths? About 20 feet.

411. What did they cost? About £31,000.

412. Then in what sense can they be said so materially to differ from the plan proposed by Captain Mann? As I have explained, the present staiths only occupy a very small corner of the wharf, whereas the original proposal was to occupy the whole frontage—in fact, to extend what I have done up the whole frontage of the town. Perhaps I may be allowed to explain the reasons for putting staiths there in preference to cranes. It is found by experience that shipping by staiths is very much cheaper than by cranes. The cost of machinery, and the wear and tear, are very heavy items of expense at the cranes. To load coals by means of cranes you require an engineer to drive the engines, a horse and driver to bring up the trucks, and two men to hook on the trucks; that is, four men and a horse. With the cranes they can only slip about a ton a minute—about 600 tons in a day of ten hours. With the staiths two men are able to load at the rate of 150 tons an hour; thus increasing the quantity of work threefold, and diminishing the cost of loading very nearly by a third. It was in order to adopt the cheaper mode of loading that I recommended the staiths. In the book which I hold in my hand—a copy of the Transactions of the Institute of Civil Engineers—the Committee will find, if they will kindly look at it, a report of an elaborate discussion which took place at the Institute on the subject of coal staiths. In this it is stated that the cost of shipping coals by staiths is $\frac{1}{3}$ d. per ton at the Tyne Docks. Now the Government here are at present paying 2d. per ton for loading coals at the cranes. It was having that before me which induced me to abandon the principle of cranes. I put up all the cranes at Newcastle, but finding the expense of working them so great, and the wear and tear of lifting great weights so much, I was induced to adopt the cheaper, more permanent, and, as I consider, more satisfactory mode of shipping by means of staiths.

413. *Mr. Farnell.*] What is the cost per ton at the staiths? We have made no arrangements as yet. The Minister for Works has ordered that tenders should be invited; and I have no doubt the work will be done for much less than 2d. per ton, as soon as all our sidings for the empties are completed.

414. *Mr. Dodds.*] What are you paying now? We are paying now the same rates as at the cranes, but it is only a temporary arrangement.

415. *Mr. Brookes.*] Is there not some difference between the loading by the cranes and the loading by the staiths, as regards the effect upon the coals? I believe the coals will be much more safely, and with much less breakage, loaded at the staiths than at the cranes. It is stated here in this book,—from which, if the Committee will permit me, by and by I would like to read a few extracts,—that shipping by means of staiths has been the very best mode when dealing with a tender coal likely to get broken. The shoot is so easily adjusted to any inclination, and the coals allowed to run either fast or slow, that the coal may be loaded with less breakage.

416. That is where the shoot is capable of being adjusted? Where the shoot is capable of being adjusted, as is the case with the shoots at Newcastle.

417. What was the depth of water at the place where these staiths were erected, at the time? The depth varied from 14 to 17 feet; but from borings I had had made in 1855 I was quite aware that I could get any depth of water I wanted; and since the staiths have been opened, we have deepened the berths to about 20 feet, and can deepen them to 25 feet if desired.

418.

* NOTE (on revision):—Clause 11 states as follows:—"Any vessel requiring the use of the cranes for the purpose of loading or unloading general cargoes will be charged at the rate of £5 per day if occupying the berths opposite cranes Nos. 1, 2, 3; £6 per day if occupying the berths opposite crane No. 4; and £7 per day if occupying the berths opposite any of the other cranes."

418. What is the depth of water opposite the cranes at present? At five of the cranes there is 21 feet now, and the dredge is working along the wharf in order to produce that depth for the whole distance.
419. You anticipate securing a depth of 21 feet along the entire wharf? I do. Perhaps you will allow me to show you the plan of my own survey, made in 1855, which shows the depth of water then. (*Plan submitted.*)
420. What was the depth then? The depth then was only 9 feet, but the borings showed that it could be deepened 22 feet.
421. What was the depth of water along the frontage of Bullock Island at that time? It varied from being dry at low water to about 22 feet at a distance of about 700 feet off. It shallowed very gradually. The shoal extends a long way out.
422. Was any portion of that marked at 25 feet, near where the old derrick was? I think probably there was. This plan will not show it, but I have a plan which will. At the drop-ship it is shown as 22 feet; below it there is 25 feet.
423. In 1857 your opinion was, I believe, that it would be very desirable to have the coal loading chiefly centred at Bullock Island, in consequence of there being a much greater expanse of deep water? At that time I was wholly opposed to the coal trade being brought down, as it has since been brought down, either by a high-level or a low-level railway, in front of the town of Newcastle. But I should explain that the reason it has been done has been simply the necessity of the case. The coal trade grew in a way that imperatively demanded that it should be provided for, and we were all compelled to give way to it.
424. Are you not aware that ever since the cranes have been erected most of the larger vessels have had to lighten a large portion of their cargoes? Yes, I am quite aware of that; the reason being that there was not a sufficient depth of water at the cranes.
425. If they had been loaded at Bullock Island would a like expense have been incurred, where there was 22 and 25 feet depth of water? It would have been almost impossible to have loaded at Bullock Island at that depth, unless by extending jetties; and I have been always opposed to extending jetties at right angles to the direction of the current along the face of Bullock Island.
426. You remember it was proposed to run out a jetty from the A.A. Company's land to reach that water? Yes, that was proposed by the Railway Commissioners, and I opposed it on the ground I have just mentioned, and got it set aside. I consider that any jetty running from Bullock Island, at right angles to the course of the current, would have a most injurious effect upon the harbour of Newcastle.
427. *Mr. Farnell.*] It would affect the scour? It would. The view I took of it was this:—Supposing a jetty to be run out 700 feet, which it must be to reach the depth of water you speak of, it would monopolize what is at present the most useful anchorage of the harbour. The same result would probably follow there that we find to follow wherever jetties are extended. Coal dust and rubbish of all kinds drops off the jetty, and forms a bank along the line of the piles that ultimately presents obstruction to the flow of the current; and the result is, that sand and other materials, brought down by the ebb-tide, or up by the flood-tide, form a tongue projecting into the water and preventing the free action of the scour, which it is essential to preserve. My object has been to preserve as full a current along the concave side of Newcastle Harbour as I could, so as to have a uniform steady sweep along the whole.
428. *Mr. Brookes.*] Still that would have been a much more eligible place for coal loading than the water frontage along the city? If there had been deep water along the dyke which I have constructed on the frontage of Bullock Island, I should say so decidedly.
429. Will you look at question 177 in the evidence you gave before the Committee in 1857—Your answer was as follows:—“I do not see that it is necessary for shipping coals that the railway should go through the town; I do not see any great object to be gained by it; on the contrary, if a number of vessels were accumulated at the eastern end of the coal channel, taking in coals, it would render the wharfs on the western part of this channel to a certain degree inaccessible, and therefore useless?” That is, in other words, what I have stated to-day.
430. The eastern portion of the channel to which you refer is the entrance to the coal staiths, which cannot be reached otherwise? Yes; in fact where the present cranes are.
431. And you considered the water so limited there as to render it very undesirable that coal loading should be carried on? I did; but, as I have explained, the coal trade has taken the matter into its own hands.
432. *Mr. Dodds.*] You have altered your opinion? No, I have not altered my opinion; but the coal trade has taken charge, as it were, of the whole place, and it became absolutely necessary to give way. To that extent I have altered my opinion, if you can call it so.
433. *Mr. Brookes.*] May I ask why you should have come to the conclusion that the site where these coal staiths are is the most eligible, seeing that Bullock Island has been improved by the construction of the stone dyke along its face? I think you will see that my answer to the question you have referred to, in 1857, does not affect the coal staiths. The evidence I then gave was as regarded the extension of the railway in front of the eastern extremity of the town of Newcastle, whereas these coal staiths are at the western extremity of the town.
434. “I do not see that it is necessary for shipping coals that the railway should go through the town”—clearly indicating that neither should the railway nor the coals go there? Yes, that was my opinion.
435. Then where did you think they should be loaded? At the position which was then marked off for shipping coal, that is to say, the place where we have since erected the shoots. The present staiths are at the western extremity of the town. What I objected to was taking the coal trade all along to its eastern extremity.
436. What was the frontage of water along the dyke at Bullock Island? I have had soundings recently taken. You will observe that in 1866, the date of the survey of Newcastle by Captain Sidney (*plan submitted*), there was no deep water near the present position of the dyke. The deep water was at a distance of 700 feet off the edge of the dyke. I can show you also my own survey, made at an earlier date (*plan submitted*). A very elaborate set of soundings was taken off Bullock Island, which showed the same thing,—that you had to go out about 600 or 700 feet before you got 20 feet of water. There was then an average of about five feet of water at a hundred feet off from Bullock Island. This was in 1855. Since that I have had a line of stone ballast deposited along the edge of Bullock Island, the result of which has been a considerable deepening of the water. In the course of a very few years I anticipate that we shall have 20 feet of water close in to the edge of the present line of ballast at Bullock Island; it is deepening very rapidly.
437. *Chairman.*] You say, in your evidence in 1857, that the whole of that sand-bank will be reclaimed by ballast? That is what we are now doing.
438. And that the sale of the land so reclaimed will pay for all the improvements in the Hunter? I believe it will. I believe the town of Newcastle will extend there in course of time.
439. *Mr. Brookes.*] You have it in contemplation to form a wharf along that dyke at present? Yes, we have. On the average now, at about 100 feet off there is 8 feet of water; in some places 13 feet. As you go out it deepens very rapidly. The scour of the flood and ebb current, which formerly was dissipated at this place, by reason of the flood-tide flowing over this bank and flowing back at the ebb, is now concentrated by the ballast, and being on the concave side it hangs on that side, and is uniformly and steadily deepening the water.
440. You have it in contemplation to construct wharfs there? Yes; the money is voted, and it is proposed that these wharfs should be available for unloading ballast, as well as copper ore and other things.
441. There is at present no eligible spot at which copper ore can be discharged without interfering with the cranes? No, I do not think there is.
442. You are aware that copper smelting works are already at Lambton, though they have not yet commenced operations? I cannot speak of my own knowledge.

E.O. Moriarty,
Esq.

8 Mar., 1871.

E.O. Moriarty, 443. By what means do you propose to reach these wharfs from the railway? I have commenced to make an approach along what is called Cowper-street.

Esq.
444. How do you propose to form your junction with the Great Northern Line? By a causeway across Throsby's Creek, and a line to be extended to the Great Northern.

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445. Some questions have arisen respecting the construction of the northern breakwater now in progress, and as to the effect it is likely to have on the harbour generally. I believe it was thought that that was a subject coming within the scope of this Committee's inquiry. Many discussions are continually taking place on this subject, and perhaps it would be desirable that you should afford the Committee some information upon it? As far as the works have yet gone, I consider they have had a most wonderfully beneficial influence on the port. We will take the matter of the tides. It is obvious to any person who considers the matter that harbours are maintained mainly by the tidal action, that is—the flow and re-flow of the water at every tide; and the greater the amount of that tidal action the deeper will be the entrance to the port, because the greater the amount of water passing over it the greater will be the scour. I hold here the earliest chart (*submitted*) made of the port of Newcastle, before the island of Nobby was connected with the mainland by a breakwater. This was made by the Commander of H.M.C. Brig "Kangaroo," in March, 1816. In this it is stated that the rise of high-water is 6 feet. That was the range of tide at Newcastle in 1816, before the breakwater was constructed between Nobby and the mainland. At that time there was a channel of considerable width and depth between Nobby and the mainland, and the result was that a large body of water was admitted from the sea direct by that channel, and also by the northern channel, which is the present entrance to the port. A breakwater was constructed between Nobby and the mainland, blocking that channel, and therefore the whole of the water received into Newcastle, and discharged every tide, passed in through the northern channel. In 1853 I took an elaborate series of tidal observations for over three months, and found the average range of spring-tides to be 4 ft. 9 in., of neaps 2 ft. 8 in.; so that where in 1816 there was a rise of 6 ft., in 1855 it had fallen to 4 ft. 9 in. The result was that the bar had grown up at Newcastle, and the entrance was greatly obstructed by a sandspit which had formed across the narrowest part, and had intercepted the free flow and ebb of the tide. That was at Scott's or Pirate Point. It appeared to me that the main object in improving the harbour was to get a considerable range of tide, and as much scour as possible on the bar; and the southern breakwater being constructed, I proposed the northern breakwater, with a view of cutting off this point and directing the flood and ebb tide in a fair manner into the harbour. In 1855, the sandspit which projected across the entrance was about 600 feet distant from the line of the present breakwater; in 1867, when this breakwater was in course of construction, the line of low-water had receded to within about 150 feet of the breakwater; and it continued to recede until 1871, when it washed the foot of the breakwater. That is to say, the entrance to the port of Newcastle has been widened by at least a third at the narrowest point by the northern breakwater; and the further effect has been to deepen and shorten the bar considerably, to admit more water into the harbour, to produce a greater uniformity and steadiness in the current, and to increase the range of tide, which had fallen from 6 ft. in 1816 to 4 ft. 9 in. in 1855, but which has since risen to 5 ft. 9 in. in 1871; thus nearly restoring it to its original range; and I contemplate that before many years are over we shall have the original range restored.

446. You are aware that there is a sand-bank, varying in height, between the present ballast wharf or jetty, at the northern breakwater and Cameron's slip? Yes.

447. Are you aware whether the breakwater has had any effect upon that sand-bank? I am pretty confident it has. It has deepened the whole of that north channel by nearly 2 feet. In one place it is deepened from 13 feet to 9 feet.

448. What is the average depth of the water now in the north channel? About 18 feet I think. There used to be 16 feet. That is of course reduced to low-water-mark at spring tides—a thing that only occurs occasionally.

449. *Chairman*] Are you aware whether this northern breakwater is making it more difficult for ships to enter Newcastle than it was before? On the contrary, I am satisfied it has made it very much easier.

450. It does not come within your knowledge that ships are in greater danger now, in consequence of the northern breakwater, than they were before? I do not think it is the case.

451. How much further is it contemplated to extend that breakwater? Not very much further. I should not like to limit myself to any fixed distance, because in a work like this a man feels his way as he goes out, watching the effects, and being very careful to see what they are. But I should propose to carry it out four or five hundred feet further.

452. What is the depth now? About 14 feet, or 15 feet just off the end; but there is shoal water outside of that.

453. If you continue it to the extent you mention, how long will it probably take, proceeding as you are doing now? It would take no end of time, proceeding as we are now, because what has been doing hitherto has been to utilize the ballast, which we get for next to nothing, in forming a base for the heavier blocks of stone, which I have only recently been able to get, and which I am now making preparations to send across the harbour and face the light ballast with. The end of the work has been frequently washed down; in fact, every gale of wind it is washed down, and the stones washed back.

454. *Mr. Brookes*.] Have any of these stones ever been washed into or near the Horse-shoe? I am satisfied they have not.

455. *Chairman*.] All you expected to accomplish by the construction of the northern breakwater is in process of accomplishment, according to your judgment? Yes; in a very marked manner, I consider.

456. *Mr. Brookes*.] Do you contemplate carrying out a breakwater from Nobby's to Big Ben? I contemplate proposing to the Government to extend the present breakwater beyond Nobby to the end of the reef inside Big Ben. Big Ben is some considerable distance to seaward of where I propose to take the breakwater.

457. Do you believe that a breakwater so extended will be calculated to render the harbour much safer in its entrance and to deepen the water on the bar? I am quite confident it will. At present the danger in entering Newcastle Harbour in bad weather, is when a vessel rounds-to to come up into the harbour. She is right enough as long as she is running in before the sea; but when she rounds-to to come up the harbour she is broadside on to the breakers, and it is almost impossible to keep a ship headed fair for the port under such circumstances. Her stern is caught by the wind and waves, and her head slewed round facing Nobby's. I have seen steamers as nearly as possible lost in that way; and having, as Chairman of the Steam Navigation Board, taken all the evidence in the case of the "Cawarra," I am satisfied that was the way she was lost. If the breakwater I now propose to construct had been in existence, she would have run close to it, rounded-to under its shelter, and been in smooth water.

458. *Mr. Dodds*.] Will the effect of the northern breakwater be to deepen the harbour throughout? I am satisfied it will.

459. Has your attention been called to the fact that vessels coming down strike the bottom more than they used to do formerly, in the harbour; steamers coming down, for example, are more likely to strike than they used to be; it may be from the action of the tide? I am not aware of what you say being the fact; but I am aware of this,—that there is a great change going on in certain parts of the harbour; sometimes banks are thrown up, and sometimes they disappear; some parts are deepening, and others for a time shallowing. There are great alterations on the Horse-shoe, for instance; but I am steadily sending the Horse-shoe out to sea. In course of time it will be deposited about five miles to seaward of Newcastle. That process has been steadily going on.

460. *Mr. Farnell*.] At one time you were favourable to the construction of staiths at Bullock Island? Yes, I thought that ultimately the coal trade would have to go there.

461. As the coal trade extends you think we shall have to erect staiths at that place? Yes.

462. Would it cost a very large amount of money to put coal staiths there? If we had attempted to force the matter it would have done so; but by going on in the way we have been doing, first constructing the ballast dyke, and allowing the tide to deepen it for us, we shall be able to construct our works at a much cheaper rate than if we attempted to dredge the whole.

463. I understood you to say that the coal proprietors put a pressure upon the Government for the erection of these coal staiths? Yes, they did.

464. Could the Government very well, at that time, have carried this work at Bullock Island? No, I think they would have cost about three or four times the amount of money expended upon the staiths, and they could not have been done in time to meet the demand. I should say they would have cost at least £100,000.

465. *Mr. Brookes.*] As it is, you are preparing for the construction of wharves along this dyke? Yes. There is a vote of £5,000 for the commencement of a system of wharves along Bullock Island, and we have now commenced to run a line of dyke in the direction of Cowper-street, which we can do at an insignificant cost.

466. *Mr. Sutherland.*] Have you not also a sum of £30,000 voted for a coal basin inside the dyke at Bullock Island? Yes.

467. Have you the plan of that here? Only a rough pencil sketch. I cannot lay my hand upon the plan. (*Sketch submitted.*)

E.O. Moriarty,
Esq.
8 Mar., 1871.

ADDENDA.

Referring to the accommodation provided for the shipment of coals at the Tyne Docks at South Shields, Mr. T. E. Harrison, C.E., at a meeting of the members of the Institution of Civil Engineers, held 3rd May, 1859, read an account of those works, from which the following extracts are given.

He says that "on the River Tyne there were many collieries having communication by railways to shipping places where vessels could load, as in the case of the Wallsend Colliery. The mode of shipment was by spouts, in their general principles similar to those adopted at the Tyne Docks, but without, for a long time, any arrangement for meeting the difference in the level of the tide and the size of the vessel."

Further on, Mr. Harrison observes that "in determining the system to be adopted in the Tyne Docks, the question lay between drops, by which the waggon would be lowered directly on to the deck of the vessel, and a system of spouts, with more perfect appliances for preventing the breakage of the coals. After mature deliberation, watching carefully the best constructed spouts, and considering not only what existed, but what might be done, it was decided to adopt the system of shipping by spouts, the waggons being brought immediately over a large hopper sufficiently long for two 8-ton waggons to be emptied at once.

"In practical working, when shipping coals, the plan adopted is to keep the spout as nearly full as possible, merely letting the coals slide sufficiently down to allow of the next waggon being teamed; so that though in the first filling of the spout the coals have a few feet to fall, yet this only applies to a small quantity of coal"; consequently, "as little breakage takes place by this system as any other.

"Each shipping-jetty has ten shipping places. These shipping places are 100 feet from centre to centre, and are so arranged that the vessels overlap each other. This plan has been found to work well in practice.

"In making these different arrangements, the saving of manual labour has been a primary consideration, and gravity has been called into operation to the utmost possible extent.

"It was originally contemplated only to run three chaldron waggons, or two 8-ton waggons down at a time; but experience has shown that twelve chaldron waggons or six 8-ton waggons may be taken with safety. In this case they are all run past the hopper, then drop back by gravity, and are emptied three or two at a time, as they pass over the spout, without being uncoupled.

"Before deciding on the inclinations to be given at different portions of this self-acting system, lengthened experiments were made on the ground above, where a complete plan of the proposed arrangement, for one spout, was laid down; and on it, waggons of all classes in use were tried, under different states of weather and circumstances. The result was that the inclinations adopted, which are much steeper than theory would give, were found to be necessary.

"In order to ship the quantity of coals now transferred to, and being shipped in the docks,* there were employed last *t. c.*, 1858, year, at South Shields, thirty-four horses and four pilot-engines, and the work was carried on throughout the whole twenty-four hours.

"Under the present arrangement, not a single horse is employed, and only two pilot-engines, and the work is done generally in fifteen hours.

"The cost of labour for carrying the coal to the end of the jetty, a distance of 1,050 yards, for shipment, and for returning the empty waggons to the point where the engine takes them up, is about seven-sixteenths of a penny per ton.

"Ballast cranes are erected on one of the jetties for the delivery of ballast. With the exception of the use of hydraulic power instead of steam, the arrangement of these cranes is nearly similar to those which have been for some time in use at Hartlepool."

At the same meeting, Mr. Giles, C.E., remarked, that as the cost of shipment was only seven-sixteenths of a penny per ton, he thought "there was convincing proof that the system adopted was both effective and economical. The coal-owners of the district could not fail to appreciate this fact, and must feel deeply indebted to the engineer who had carried out these important works."

Mr. Murray, C.E., "thought the details given (in the paper read by Mr. Harrison) were so comprehensive, that the members could not fail to understand the whole system of the shipment of coals. The method of bringing the coals to the places of shipment was familiar to him, as it had been successfully employed at the Sunderland Docks. Where everything could be done by gravity the expense was most materially reduced. If the rails had been laid with too great a declivity, the waggons, through neglect, might have overpowered the breaks, and endangered the drops at the places of shipment."

Mr. E. A. Cowper "considered the arrangements for shipping coal at the Tyne Docks were most admirable. The waggons were not brought forward in a sluggish manner, but ran in quickly, the coals were shot out, the waggons immediately entered the return line, and others advanced to the staiths in rapid succession. With reference to the statement in the paper, that coal would slide on smooth iron plates, without rolling, at an angle of 50 degrees, he remarked that, in ordinary cases, when the coal came out of the shoot it fell to the bottom of the ship, or tumbled over and over upon that first shot in, producing in both cases a considerable amount of breakage. That would be the case whether the coal was loaded by the hatch-way or from a shoot."

Mr. Michael Scott "thought the great merit of the arrangement for the shipment of coals at the Tyne Docks had not been sufficiently dwelt on. So little had been said about them in the paper that the subject had passed by without the notice that it deserved. He believed the facilities thus obtained would save the Railway Company many thousands of pounds a year, and nothing could exceed the beauty of the system."

Mr. Harrison, in reply to certain remarks made by members, said—"The main principle in shipping coals by spout was, that the hoppers should always be kept full, so that when the waggon was emptied the coals fell upon a bed of coal, and the whole mass was kept as close up to the waggon as possible. There was a trap by which the descent of the coal could be regulated with the greatest nicety. The men also used large flat iron plates, about 4 yards long by 1 yard wide, by means of which the coals were directed into the hold of the ship. He was satisfied that when care was taken to keep the hoppers full, and to allow the coals to slide down gradually, the shipment could be effected without any great amount of breakage; indeed one of the men had used the expression that he could ship a load of eggs without breaking one."

Mr. Bidder, V.P., said—"having had an opportunity of examining the Tyne Docks, he could not refrain from expressing his admiration at the ability which had been shown in adapting the works to the locality in which they were situated. That was eminently the case with the Tyne Docks, more especially with regard to the means adopted for loading the coal into the vessels; but altogether these docks, taken with reference to their foundation and their adaptation to the particular situation, were master-pieces of engineering."

Mr. Hawkshaw, V.P., said that the only doubt he had heard expressed at the meeting was—"that the plan had a tendency to break the coal. He had however been assured that such was not the case if the hoppers were kept full, as then the coal would only be subjected to a sliding motion, and would suffer the smallest amount of breakage.

E.O. Moriarty,
Esq.

The Harbour Master, Newcastle, to The Engineer-in-Chief for Harbours and Rivers, Sydney.

Harbour Office, Newcastle,
23 March, 1871.

8 Mar., 1871.

Sir,

In reply to your letter of this date relative to the change of soundings in the north channel and fairway, also the set, rise and fall in the flood and ebb tide,—I do myself the honor to inform you that during the past ten years there has been a steady improvement in the range of tides. My former datum for high-water spring tides was (14 ft. 6 in.) fourteen feet six inches, and low-water (11 ft.) eleven feet; the range is now (15 ft. 6 in.) fifteen feet six inches at high-water, and (10 ft.) ten feet at low-water.

The north channel, where there was (13 ft. 6 in.) thirteen feet six inches at low-water, there has been a steady increase in the depth up to the present time to (17 ft. 6 in.) seventeen feet six inches at low-water spring tides. The great improvement in the depth of that channel, also the disappearance of a dangerous eddy near where the point was, I consider has resulted from the construction of the northern breakwater, which now admits a larger body of flood-water into the harbour, causing a greater velocity of tide, consequently there must be a stronger scouring influence. The point referred to, where there was a pole beacon, was of considerable extent and several feet above water, has now about 3 feet over it at low-water; and I believe it is only a question of time when I expect to see deep water all along the south side of the breakwater.

There is also an improvement in the set of tide in the fairway, which makes the navigation safer than formerly.

I regret not having had an opportunity lately, owing to the prevailing easterly swell, to sound the channel at the entrance of the harbour. My last soundings showed that the outer edge of the bar had greatly diminished.

I have, &c.,

DAVID T. ALLAN,
Harbour Master.

EXTRACT from a report of Captain Allan, Harbour Master of Newcastle, to Captain Hixson, Superintendent of Pilots, Sydney, dated, Harbour Office, Newcastle, 25/8/69.

"I have this day carefully sounded the fairway and north channels, and feel pleased to report a very considerable increase in the soundings in these channels at low-water—the former 21 feet, the latter 17 feet; whereas a few years ago I had much trouble to get a ship down that channel at high-water drawing 17 feet.

"There was also a very dangerous eddy east side of the ballast-wharf, which has now disappeared. *This improved state in these channels I attribute to be the result of the northern breakwater.* In the centre of the harbour, west from the Horse-shoe, there is also a very great improvement. Where there was only 8, 9, and 10 feet, there is now 12, 13, and 14; and a large sand-bank, near the blind channel, that formerly dried at low-water, there is now 5 and 6 feet over it. As this large body of sand is moving towards the Horse-shoe and gradually filling it up, I would respectfully and urgently recommend that the dredges be placed to make more room in the Horse-shoe, as at present moorings can only be placed at considerable disadvantage until more room is obtained."

"I have, &c.,

"DAVID T. ALLAN,
"Harbour Master."

MEMO. of alterations which have taken place in the time of high-water at full and change of the moon at Newcastle, since 1856.

In my evidence to the Select Committee on the Coal Staiths at Newcastle, I referred to the great improvement which had taken place in the range of the tides since I commenced operations for the improvement of the port in 1856, the tides now rising about 15 inches higher than at that time.

I now beg to bring under the notice of the Honorable the Secretary for Public Works a further and equally interesting proof of the beneficial changes which have taken place in this direction.

When I made my survey of the harbour in 1856, I found the time of high-water at full and change of the moon was 9h. 45m. a.m.; since then it has advanced to 8h. 45m. a.m., being now an hour earlier than it was formerly. This change has resulted from the same cause as has brought about the increased range in the tides, namely, the increased width and depth of the channel by which the tidal waters are admitted. The channel is now about 600 feet wider than formerly; it is deeper and straighter, so that the tidal water is allowed to enter more freely, and in fuller volume than formerly; hence it rises higher, and attains its full height at an earlier period than it used to do.

E. O. MORIARTY.

WEDNESDAY, 15 MARCH, 1871.

Present:—

MR. DODDS,

MR. SUTHERLAND.

GEORGE A. LLOYD, ESQ., IN THE CHAIR.

Captain William Adams examined:—

Capt. W.
Adams.468. *Chairman.*] You are Captain of the "Coonanbarra" steam-vessel? I am.

469. Trading to Newcastle? Yes.

470. Which you have been doing for many years? Over twenty.

471. The object of this Committee is to take evidence with regard to the adaptability or otherwise of the staiths lately erected at Newcastle. Do you pass them at all in your progress up or down the Hunter? Sometimes.

472. Are they likely to interfere very much with the navigation of the channel, from the manner in which ships would be moored there? I do not think they would interfere much with the navigation of the channel if only one ship were moored under each staith.

473. Would it be possible to moor two? If one ship were put alongside another, it would narrow the channel very much.

474. I imagine there would be no object in that, excepting to take one ship in when another was going out? It is done sometimes, that one may drop in as soon as the other goes out.

475. You think if only one ship is moored at each staith, it will not interfere with the navigation of the channel? I think not. What I mean is, that if the blind channel is worked out, so that vessels can pass without turning, the navigation will not be interfered with by one vessel being moored at each staith.

476. You are aware that the vessels now overlap each other as they lie at the staiths? I have only seen them in passing; I have not gone on shore to examine them. I know nothing about the staiths themselves, either as to the principle of their construction or as to their workmanship.

477. If you refer to the plan before you, you will see that when vessels are lying at all the staiths, they will overlap one another: will that, in your judgment, interfere with the channel? (*The witness referred to the plan.*) It will depend upon how far the bows come out into the channel, as the sterns of the vessels, according to this plan, will be brought right into the ballast.

478. That same spot was used in former times for staiths for shipping coals? Yes, by the Coal and Copper Company.

479.

15 Mar., 1871.

479. Were the vessels that lay there in former times in the way of the channel? Not much in going up the blind channel. I do not know how it might be in going up to the Australian Agricultural Company's Wharf. I think most of the shoots—all indeed but one of them—are above the mouth of the blind channel.
480. Do you think these ships, lying as they do now, will occupy more room than they did when lying at the Coal and Copper Company's staiths? The shoots do not appear to be much more into the Hunter than the old shoots were, but I can speak only from my observation in passing, as I have not been on the ground.
481. You do not coal in Newcastle at all? No, at Morpeth.
482. Have you, during the last few years, noticed any difference in the rise and fall of the tide—is there more or less tide now than there was a few years ago? I have scarcely any opportunity to judge of the rise and fall of the tide at Newcastle, as I do not remain there any time; but I do not see much difference at Morpeth. There has, however, been so much fresh during the last twelve months, that I could hardly judge of the rise and fall of the tide.
483. Have you not an opportunity of judging as you pass over the Flats? I should say there is less water in the river than there was some years ago.
484. Are you aware that there was an old bank existing opposite the coal staiths which was marked by a beacon? Yes.
485. Has that bank now disappeared? Yes, the upper part of the bank, at the point of the blind channel, has in a great measure disappeared; there is not so large a portion left dry at low tide as formerly.
486. Have you noticed any increase of the tide or a decrease at low-water over the Flats, within the last year or two? In one particular place there is an increase.
487. You know that the northern breakwater is being run out—Is that increasing or diminishing the rise and fall of the tide? I am not in a position to say what effect that has, as I do not remain on the spot to observe the rise and fall of the tide. I know one particular part of the Flat by the finger-post near Schnapper Island, where it is deepened. I refer to the part where the dredge was at work. I know this from passing over it, though I have never sounded. On the other hand, I find some places have shallowed very much.
488. Is it your opinion that the northern breakwater, as it is extended, is likely to improve the harbour of Newcastle or otherwise? I am of opinion that the northern breakwater, if extended, is likely to make the bar shallower, though it may scour the inside; but mine is merely an outside opinion. At the blind channel the water has shallowed very much, although the bank which used to dry up at low-water does not now appear; but it does not deepen the channel,—indeed at the last quarter ebb there is no ebb-tide sets down there at all.
489. Do you think what you now state results from the increased scour along the stone dyke by Bullock Island? I am not aware that there is any scour along by Bullock Island.
490. We have evidence to show that the water has deepened there very much? I am not in a position to say; I can only speak of what I practically come in contact with. There may be 5 or 10 feet water there more than there was formerly; I am not prepared to say.
491. Is the entrance at Scott's Point perceptibly widening since the northern breakwater was commenced? Yes.
492. Is the fair-way channel into the harbour now straighter than it was formerly? Yes, the entrance to the harbour is much straighter in consequence of Scott's Point being scoured away since the northern breakwater was placed there. I have personally no objection to these coal shoots at all, and I think if the blind channel were deepened sufficiently to allow ships to pass up and down at any time of the tide, the great objection to the coal shoots obstructing the navigation of the channel would be removed.
493. Do you or do you not find that the current runs straighter into the harbour than it did before? I do. I used to find the flood-tide set very strongly in the direction of the southern breakwater; now I find it runs more straightly into the harbour. The set outside is much the same. The flood-tide sets up the beach very strong, and round the end of the northern breakwater into the harbour.
494. Would what you describe make the harbour more accessible to ships? Yes, I think so. I think it is a great advantage to a harbour to have the tide set straight in. The great disadvantage we now have is going down the blind channel at low-tide; we have a difficulty to turn round, as the vessel is apt to take the ground, and to go right on to the shoots, because she does not answer her helm. If the channel were cleared out this difficulty would be removed.

Capt. W.
Adams.

15 Mar., 1871.

Captain William Summerbell examined:—

495. *Chairman.*] You are Captain of the "City of Newcastle"? Yes.
496. Trading to Newcastle? Yes.
497. And have been trading there how many years? Fifteen or sixteen. About eleven years and a half in steamers, and four or five years in sailing vessels.
498. You have also, I believe, sailing vessels trading to Newcastle? I have the "Saxonia" steamer, and the barque "Celestia"; my friends have the "Brilliant" schooner.
499. Have any of your vessels loaded at the coal staiths? No.
500. Do you find the coal staiths interfere at all with the navigation of the channel? In the present state of the blind channel the ships lying at the staiths do interfere; but I do not think they would do so if the channel were dredged. At present vessels take the ground on entering the channel, and will not steer, but are in danger of running into ships lying at the staiths. Only last night week I touched the brig "Hebe," which had hauled off a little from the shoot ready to go to sea. Fortunately I only just touched her; but it was a question whether I cut her down four or five streaks or not. I have felt the difficulty so much that I have told the Harbour Master I would not enter the blind channel except at high tide.
501. You think the difficulty would be removed if the blind channel were dredged? Yes, so that ships might steer.
502. Have you noticed any increased rise and fall of the tide in Newcastle, within the last few years? No, only the natural fall. Once in four or five months we have an extremely low tide. I have noticed that more particularly within the last six or seven years.
503. Is the northern breakwater increasing the influx of the tide, or decreasing it? I think the tide does not run quite so strongly since the Point has been open. I notice in swinging ships that they do not move with the speed they did before—that the tide is not so strong.
504. Has the northern breakwater made the channel into Newcastle straighter than it was? No; it has taken the top off the sandy point, but it has not made the channel deep enough for ships to use it.
505. Has the entrance to the port at Scott's Point perceptibly widened since the northern breakwater was commenced? In appearance it has widened, but not down to any depth; although there is a broader sheet of water there we cannot use it; for instance, I was as far out as I should have been in former times when the beacon was there, when my vessel touched the ground.
506. Do you think, independently of the dredging, the deepening of the harbour is going on from natural causes? I do not think the harbour is deepening at all; the blind channel is filling up—at least there is less water there than there was; and in the main channel out between Nobby's, though I have no means of judging by sounding, I see the sea breaks heavily, which is a sign of shallow water. No doubt in the blind channel the coals and stones which are thrown in tends to fill it up.

Capt. W.
Summerbell.

15 Mar., 1871.

- Capt. W. Summerbell.
15 Mar., 1871.
507. As a ship-owner, you are of course interested in the improvement of the port of Newcastle. Is it your opinion that the coal staiths as they at present stand are the best means that could have been devised for loading vessels, in addition to the cranes? I think the better mode of loading ships is by cranes? I was on the staiths on Monday, and from what I then saw I arrived at that opinion.
508. What is your objection to the staiths? Extra labour is required; there is only one line for all the return waggons, and a locomotive engine must be used to force the waggons to the top of the staiths.
509. Do you think the coal staiths could have been placed in a better position than where they now are? Not from any knowledge I have, I do not think they could be put in a better position.
510. Do you think there would be any difficulty in loading vessels at these staiths, if there were a very large demand for coal at Newcastle? No, they would simply have to get more labour.
511. Do you think the coal would be more broken by loading from these staiths than by loading with cranes? I think it would be about the same; sometimes it may fall more heavily from the shoot than from the cranes, but it must be a great convenience to small vessels to have these staiths when a large number of ships are waiting.
512. Is it the fact that at present there is very little shipping in Newcastle? Yes.
513. Are you aware how many vessels are there at the present moment? There are very few. I noticed last night that there was not a ship at the coal staiths, but one coasting vessel, the "Heather Bell."
514. Are you aware whether there was a very much larger number of shipping in Newcastle at this time last year? I think it was about this time last year, or it may be eighteen months ago, that there was a very large number of ships there.
515. *Mr. Dodds.*] Have you noticed any improvement in the navigation of the Hunter since the erection of the northern breakwater or otherwise? I think the northern breakwater makes our ships strike very heavily. If there is any sea on at all, it makes our ships strike as heavily as if they were at sea.
516. Is that since the erection? Yes, it has taken the top off the point of Scott's Point, and the sea comes with more force up the harbour, and when you get into shoal water the vessel is lifted and falls with her whole weight on to the ground. I have spoken to the people of Newcastle several times about it, and have said I would not go up the blind channel except on the top of high water.
517. That difficulty will be got over after the blind channel has been dredged? It will of course relieve it, but still ships would ride at anchor very uneasily, and would hardly be safe in bad weather.
518. Has not the effect of the breakwater been to deepen the channel at low water? No, it has simply cut off the top of this Point.
519. I understand you to say that the fair-way channel coming in to Newcastle is straighter than it was? It appears to be straighter.
520. If it is straighter than it was, is not that an argument to show that it is safer than before? Yes, ships would come in easier if the Point was cut away—that is supposing the ships sailed in—but then the sea would come in also; ships never beat in.
521. When the breakwater is carried out until abreast of Stony Point, will it not affect the in-run of the sea more than it does at present in its incomplete state? It will make it worse. If the sea came in the way pointed out in the chart, that is from the north, it would be right enough, but it comes in from the eastward, and straight into the harbour.

1870-71.

NEW SOUTH WALES.

LIVE STOCK.

REPORT

FROM

CHIEF INSPECTOR, FOR THE YEAR 1870.

Presented to both Houses of Parliament, by Command.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1871.

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LIVE STOCK.

THE CHIEF INSPECTOR OF STOCK TO THE SECRETARY FOR LANDS.

Department of Lands,
Sydney, 25 March, 1871.

I HAVE the honor to submit for your consideration, the following report for the year ending 31st December, 1870, on the horses, cattle, and sheep in the Colony.

As will be seen from the report itself, I have this year made the attempt to take a wider range of subjects than last; and although I have been only partially successful in obtaining information from stockowners with respect to the various subjects touched upon, I trust that my report will be found both interesting and useful to them and to the public.

In responding to the queries addressed by me to the different Inspectors, they almost all complain that they had considerable difficulty in procuring information, and they state that many of the stockowners were evidently impressed with the belief that if they furnished the particulars asked of them they might be used against them for purposes of assessment or taxation. I therefore take this opportunity of disabusing their minds on this subject, and of pointing out that if there were any danger of my being asked by the Government to break faith with them and divulge the information which I collected, or of my doing so if asked, the returns by the individual owners need never leave the district, as all that are required are the aggregate amounts and averages for the several districts under the different headings of the returns. Under this explanation it is hoped that owners will be ready to afford ample information on subjects which must be interesting and instructive to them as a class when placed together; and that when asked by the Inspector they will henceforth be ready to give their opinions on the many moot questions which relate to their calling, such as the breeding and management of stock, the enclosure and improvement of their holdings, the prevention of cattle-stealing, the eradication of disease in stock, and of noxious weeds in the land, and numerous other subjects in which they are as a class so deeply interested.

It will be gathered from what has been already said, that the Inspectors' returns are by no means complete, as in some districts there are no Inspectors, and on many occasions owners have declined to give any information whatever. This is especially the case with respect to the returns of improvements.

I.—HORSES.

1.—NUMBER AND DISTRIBUTION.

RETURNS have been received from the Inspectors of Sheep of the number and breeds of horses in their districts, but as the information they received from the owners and breeders was very meagre and incomplete, recourse has here been had to the "Statistical Register" for the number of horses in the Colony, and an estimate is formed of the number of the different breeds. By the Register the numbers during the last ten years were as follows:—

Year.	No.	Year.	No.
1861	251,497	1866	282,587
1862	233,220	1867	278,437
1863	273,389	1868	280,201
1864	262,554	1869	280,818
1865	284,567	1870	280,304

Last year there were thus 280,304, of which 156,913 were in the Old Settled Districts or Counties, and 123,391 in the Unsettled or Pastoral Districts; or, 56 per cent. in the Counties, and 44 per cent. in the Pastoral Districts, thus:—

Counties.	No.	Pastoral Districts.	No.
Cumberland	19,459	Murrumbidgee	23,175
Camden	12,786	Lachlan	19,281
Northumberland	12,434	New England	18,675
Durham	12,095	Liverpool Plains	15,152
Brisbane	10,015	Manaro	11,907
Wellington	8,876	Clarence	10,339
Bathurst	8,779	Gwydir	6,615
Murray	7,852	Bligh	5,540
King	8,757	Wellington	3,339
St. Vincent	7,321	Darling	2,705
Argyle	7,318	Macleay	2,479
Georgiana	6,113	Warrego	2,478
Gloucester	6,902	Albert	1,706
Westmoreland	5,360		
Roxburgh	5,206		123,391
Macquarie	5,168		156,913
Phillip	3,850		
Cook	3,668		280,304
Hunter	3,038		
Bligh	2,916		
	156,913		

From the foregoing statement it will be seen that, like the cattle, the horse stock are to be found principally in the upland and intermediate districts, and that there are comparatively few in the level salt-bush country.

2.—CLASSIFICATION.

The horses in the Colony may be divided according to the uses to which they are applied, into three classes. 1st., draught; 2nd., light harness; and 3rd., saddle; and the following estimate of the merits of the horses we possess of the several classes may not be very wide of the mark.

1.—Draught.

First-class heavy draught	2,000
Do. farming	4,000
	6,000
Middling	7,000
Inferior	12,000
Very inferior	20,000
	45,000

2.—*Light-harness.*

First-class well-bred.....	5,000	
Middling	15,000	
Inferior	25,000	
		45,000

3.—*Saddle.*

Thoroughbred, including Arabs.....	1,500	
Well-bred	8,000	
Middling	50,000	
Inferior	60,000	
Very inferior.....	70,500	
		190,000
		280,000

Besides the above, there are some 35,000 to 40,000 wild horses in the Colony, which cannot be yarded.

3.—*DRAUGHT HORSES.*

By this estimate the draught horses amount to 45,000, or about 16 per cent., or a little over one-sixth of the whole. They are chiefly bred in the Counties of St. Vincent, Camden, Cumberland, Northumberland, Durham, Brisbane, Wellington, and Bathurst.

There has been very little attempt made to keep the different home breeds separate. Under the prevailing erroneous idea that changes of blood improve the breed they have rather been systematically intermixed. Among the breeds which have been introduced are the Cleveland, in early days, the heavy English dray-horse, the Clydesdale, and the Suffolk Punch. Upon the whole, the Clydesdale blood is the most prevalent.

To describe these horses as they are here classed, we have first—

First-class Heavy Draught.

These are the descendants of the English heavy dray-horses which have from time to time been introduced into the Colony, with of late years some of the larger of the modern type of the Clydesdale breed.

They are of course to be principally seen in Sydney, but there are a good many to be met with in the County of Cumberland, and on the Hawkesbury and Hunter Rivers. Their proper place is no doubt in Sydney and the larger towns. They are too slow, and require too good keep to be used as farming horses; and it is very questionable whether the smaller Clydesdale and more active Suffolk Punch are not the more profitable even in town. The prices of first-class heavy draught now range—unbroken, from £15 to £25, and broken, from £20 to £35.

First-class Farming Horse.

Our first-class farm-horses are the descendants of the early Clydesdales and Suffolk Punches; they are principally to be found in the Counties of St. Vincent, Camden, Cumberland, Bathurst, Northumberland, Durham, Brisbane, and Wellington, with a sprinkling throughout the whole of the upland and intermediate country. Where care has been bestowed in the breeding of this class of horse, he is compact, staunch, active, and well-adapted, in fact the best adapted, for these Colonies for farming purposes, and even for carrying on the roads. These horses now range from £12 to £25 unbroken; and broken, at from £20 to £30.

Middling Draught Horses.

The best of these are what remains of the old New South Wales draught horse. He was a comparatively high-standing, rather big-headed, light-boned, ragged-hipped, active, hardy animal, clearly from colour, shape, carriage, and the roundness of his cannon-bone, a scion of the Cleveland stock, with a good dash in many cases of the thoroughbred in him. He was pretty staunch, very active, and did a great deal of work on the roads and on the farm under very poor treatment, he having in most cases, like the working bullock, to find his own food. This class is now principally made up of the best of the cross-bred descendants from the draught horses and light mares. They are, upon the whole, useful slaves, and do fully more work than might have been expected of them, but they are not to be depended on for staunchness like the pure bred draught. Their prices range from £8 to £16 unbroken, and £10 to £20 broken.

Inferior and very inferior Draught.

These are clear mongrels which anyone can see by taking them to pieces. They possess a mixture of the points of the heavy sire and light mare, with more or less coarseness. To describe them generally, it may be said they have large, and generally coarse fleshy heads, short necks, long in the barrel, weak in the loins, light in bone, and comparatively small in size. In fact the majority of them are nothing else than ill-made, cross-bred, light-harness horses, and this is only what is to be expected, considering their origin. When the diggings broke out, draught horses went up to fabulous prices, and anything, with any of the characteristics of the draught breed, were it merely hairy legs or a big head, then brought from £30 to £60; while good first-class draught horses were selling from £100 to £200. The consequence was that almost everyone who had a good upstanding well-bred mare put her to a draught horse, and some even with large studs of light saddle mares put draught horses to them. The result is, that we have now, carrying on the roads in most of the Midland and Eastern districts of the Colony, thousands of cross-bred mongrels. The way too in which carriers in these parts treat their horses tends to perpetuate this. While in Victoria and in the South-western districts teams of from four to six fine, well-fed, and well-groomed, heavy draught horses, with the driver seated on the box take with ease almost a ton per horse, in the Middle and Eastern districts we see teams of from six to twelve ill-fed, small, cross-bred, nondescripts taking barely half a ton per head, with the driver trudging alongside and driving his team as he would so many bullocks. His horses get no grooming, and little or no corn or chaff, beyond a bit while they are near town, and to keep them from straggling far from the drays. Besides bringing about the deterioration of our draught horses in the way here mentioned, the diggings also did so, by inducing the station hands to leave, whereby the horse stock—which require even greater care than cattle—were neglected. The long prices again going during the height of the diggings, induced many owners to part with their valuable brood mares for draught purposes, and as draught horses continued to bring such long prices in Victoria, many parties there commenced breeding that class of stock, and sent buyers into the Hawkesbury and Hunter districts, who bought up great numbers of our best heavy mares. Many of our best mares, both draught and thoroughbred, were also more recently exported to New Zealand and Queensland.

Another cause of the deterioration of this class of horses is the paucity of late years of imported stock. There have not been more than thirty head of draught sires imported during the last ten years.

The next most powerful cause of deterioration has been the want of fencing—the cause of a vast amount of the moral and material evils which now afflict the Colony. Horse stock running at large not only require greater care and attention to keep them on their runs than cattle, but wild horses are more common than wild cattle, and as a consequence the mares, in quiet herds, are on open runs more liable to come in contact with wild entires and breed rubbish. A great deal of damage too has been done through the carelessness of the owners of

little

little lots of mares, who not unfrequently allow their increase to be too old before they are cut and branded; and the origin of thousands of the worthless animals, which have lately been shot down, or sold at prices ranging from a penny to a pound, may be traced to these sources, but frequently also to the stinginess and carelessness of owners, with comparatively large studs, breeding from inferior sires.

In fact the true principles of breeding have been completely ignored by a large majority of our horse masters, and this, and the great carelessness which has generally prevailed in the management of herds of horses on unenclosed runs, would of themselves go a long way to account for the inferiority of our horses. At the same time owners have had a great deal to contend with in the want of hands, the open state of the country, and the recurrence of the droughts, which have so frequently cut off thousands of the stock, and scattered the rest in all directions.

4.—LIGHT-HARNESS.

The horses of this breed, including coaching and carriage horses, are here estimated at 45,000, or about 16 per cent. on one-sixth of the whole. The draught and light harness are thus about one-third, or 32 $\frac{1}{2}$ per cent. of the whole.

Light-harness horses are of course most numerous in the Counties of Cumberland, Northumberland, Camden, and Durham; and for the rest they are pretty generally distributed throughout the Colony.

There are three divisions under which light-harness horses may be classed: 1st. Those from the pure bred coaching sire and dam. 2nd. Those out of a roomy mare by the thorough or well bred horse; and 3rd, those out of a light mare by a draught horse.

Of the *first* of these divisions, there are scarcely any representatives in Australia, and there was no entry in this class at the late Exhibition. Some few pure coaching-horses have been introduced into the Colony by J. K. Cleeve, Bungarribee; Capt. Campbell, Duntroon; Capt. Russell, Ravensworth; T. W. Smart, Sydney; John Eales, Maitland; W. W. Burt, Sydney; and others; but no attempt has been made, or at least is being made, to maintain a breed of pure light-harness horses, and the progeny of the imported coaching-horses is now lost in the general stock. Of the *second* division, that out of a large-framed mare by a well-bred horse, there are a good many in different parts of this Colony. In fact, nearly all the best of our coaching and light-harness horses belong to this division, as do also a good few of the better sorts of the middling. Of the *third* division of the light-harness horses got by a draught horse out of a light mare, there are a great deal too many almost all of the worst of the middling, and nearly all of the inferior and very inferior light-harness horse, being bred in this way.

Well-bred Light-harness Horses.

These are estimated at 5,000, or 11 per cent. or one-ninth of the whole of this breed; they are almost all got by the thorough or well bred horse out of roomy, active, clean-legged mares, a few being by the heavy horse, generally a Clydesdale out of a well-bred mare. This division of the light-harness horses contains a great many excellent animals, ranging from the showy well-bred carriage to the fast trotting stylish buggy-horse. They range from £10 to £25, at from 4 to 5 years old, unbroken; and from £15 to £45, broken.

Middling Light-harness Horses.

These are put down at 15,000, or 33 $\frac{1}{2}$ per cent., or one-third of the whole of the light-harness breed. The principal portion of the best of them are got by a horse with some pretension to the thoroughbred out of a roomy mare. The largest portion of them are got by a light made draught horse out of saddle mares; some by heavy draught horses out of small mares, and some out of mares the descendants of that cross. The light-harness horses of this class are neither very handsome nor very good, and lack both carriage and style. They are good slaves, and cost but little money. Their prices range from £3 to £10 at 4 or 5 years old, unbroken; and from £5 to £15, broken.

Inferior Light-harness Horses.

These are estimated at 25,000, or 55 per cent., or about five-ninths of the whole of this breed. They are almost wholly the cross of the heavy horse and light mare, or from the descendants of that cross; and here again the ruinously prejudicial effect of crossing the lighter breeds with the heavy draught is notoriously evident, though not exactly in the same way as in the case of the draught breed. In that case the evil which followed was the production of a lot of ill-made nondescripts, with only half the power and staunchness of the pure draught breed, while in that of the light-harness, and the saddle horses too, damage was done in two ways—*first*, in the production of a comparatively worthless animal; and *second*, and most fatally, by destroying the race of large roomy well-bred mares, which we possessed before the cross took place, and giving us instead a lot of ill-bred mongrel dams. This accounts for the complaints which we so frequently hear, that we have not now mares of the right stamp to breed good upstanding carriage and saddle horses from.

It has already been said, in treating of the draught horses, that the effect of putting the draught horse to the well-bred and light mare was to give us a race of big-headed, short-necked, light-boned, long-backed, badly-coupled nondescripts, and if we add to this that they are as a matter of course from their draught sire "cloddy" and straight in the shoulder, low in the wither, and big in the feet, the inferiority of the largest proportion of our light-harness horses which are bred from mares of this description is easily accounted for. The horses in this division of the class are especially deficient in carriage, style, and endurance.

The remarks as to the other causes of deterioration of the draught stock, such as want of fencing—the carelessness and neglect of horse-owners generally, and especially of those with the smaller studs—the breeding from inferior sires—the losses through droughts—and of the sale of many of our best brood mares to Victorian, Queensland, and New Zealand buyers,—apply equally to our light-harness horses; and those with respect to the paucity of fresh importations especially so, there having been very few coaching-horses of any note introduced into the Colony during the last ten years. Neither have there been many hunters imported, and our very best light-harness horses have been got by them.

5.—SADDLE-HORSES.

The horses of this breed are estimated with thoroughbreds and Arabs at 190,000, being nearly five-sevenths, or 67 per cent. of the whole.

Saddle-horses are about equally divided between the Counties and the Pastoral districts, the latter having on the whole a majority.

Thoroughbreds for Racing purposes.

The number of this class of stock is reckoned at 1,500 of all ages.

The opinions of those best qualified to judge are, that thoroughbreds for racing purposes have of late years improved.

Well-bred Saddle-horses.

The number of this class of horse, *i.e.*, a horse that will carry a man comfortably from 50 to 60 miles a day for a week, is put at 8,000, about one-twenty-fourth or about 4 $\frac{1}{2}$ per cent. of this breed.

They are of course the produce of mares, with little or none of the draught alloy in their veins, and by sires that are thoroughbred or nearly so, or by Arabs. Although the majority of owners of studs crossed their mares with draught horses, or neglected them, as has been stated, on the outbreak of the diggings, some few did not, and they have reaped the reward of their adherence to the rules of correct breeding and careful management, their stock having always fetched fair prices, while middling and inferior horses have been all but unsaleable at any figure.

The

The average size, as well as the number of well-bred saddle-horses, has generally diminished, and an up-standing, good-shaped, well-bred, horse is now seldom seen in our sale-yards. The fact is, this class of animal is scarce, and in demand in the bush as a stock-horse; and the stock-horse is after all, when well bred and properly broken in to his work, the most valuable horse in the Colony.

Middling Saddle-horses.

These are estimated here at 50,000, or about 26 per cent., or about one-fourth of the whole of this breed. They are principally made up of three descriptions of horses:—

- 1st. Well-made small hacks, under 14 hands.
- 2nd. Stout, straight-shouldered cobby-made horses.
- 3rd. Rather light, leggy, and poorly-coupled horses.

The remarks on the falling off in our saddle-horses do not apply so generally to the undersized ones, considerable numbers of which are of fair shapes, and possess many of the best qualities of our old saddle-horses. The small ones have of course none of the draught blood in them, and their case furnishes another proof of the evil of that cross.

The middling class of saddle-horses are generally distributed throughout the Colony. As unbroken at from 4 to 5 years old they have lately been bringing from 30s. to £8, and broken-in from £5 to £15.

Inferior and very inferior Saddle-horses.

These are put down at 60,000 and 70,000 respectively, and together amount to 130,000, or about 68 per cent., or about six-ninths of the whole of this breed. As a whole, the horses in these divisions can only be termed an ill-bred, mongrel lot, and the greater part of them should be boiled down. The prices they have been bringing in the yards confirm this assertion,—the range being, at from 3 to 5 years old, unbroken, from 2s. 6d. to £2, and broken-in from £1 to £4.

The causes which led to the deterioration of the light-harness horses also brought about the inferiority of the saddle-horses. This is especially true of the evil effects of the draught cross, which fell with even greater force on the saddle-horse than on the light-harness horse, inasmuch as it increased the number of the former class, and thereby to some extent made up for quality by quantity. Thus it does not, in a certain sense, matter much how large a proportion of the horses used for vans, spring-carts, cabs, and even for coaching, are shuped, so long as they do their work; and if the cross-bred animals, which have of late years generally supplied these conveyances, did their work but indifferently, and broke down in half the time better bred ones would have done, they cost but little money at first, and as little to replace. With saddle-horses and hacks the case is altogether different. The animal must be of a certain shape and style, and have the indispensable drop of good blood to do the work at all in a bearable style; for every one who bestrides a hack knows the difference between the ease, spirit, and endurance with which an ordinarily well-bred hackney carries him, and the roughness, want of paces, and lack of spirit, to be found in the general run of horses of the present day, and complains accordingly. Besides the causes mentioned as tending to the deterioration of the other breeds of horses, the introduction some thirty years ago of Valparaiso mares,—the importation of late years of thoroughbred horses, which were more adapted for racing than for general purposes,—the prevalence of handicap races,—and the cessation of the importation of Arabs, have helped in the downward course of saddle-horses.

6.—WILD HORSES.

The number of wild horses is here estimated at from 30,000 to 40,000, and they are of course principally in the Pastoral Districts. Wild horses, as well as wild cattle, have existed more or less in the Colony from almost its first settlement. In nearly all the unfenced mountainous and upland tracts, and even in some of the districts where the country can only be termed undulating, there are mobs of wild horses of greater or less extent; so also are there in the unenclosed scrubby country on the great salt-bush plains. Thus we find them on both sides of the Great Dividing Range, on the Upper Murrumbidgee, the Tumut and Upper Murray, and here and there on the more broken portions of the intermediate country. Then they are to be met with in large mobs in the dry country lying between the Lachlan and Murrumbidgee, and where it is still open between the Murrumbidgee and Billybong, and between the Billybong and Murray; and in fact on all that class of dry country lying between our principal rivers and creeks.

Wherever they exist they prove a serious evil, not only on account of the loss they occasion the owners of the stations on which they run, by consuming their grass and water, deteriorating their horses and disturbing their other stock, but also in the demoralizing effect they have on the people living near their beat. Thus the youths in those neighbourhoods are continually running them; and when they yard a mob they do not, as they ought, send the unbranded ones to Pound, but brand them for themselves. Besides, once they take to this work they are not, as a rule, careful to confine their branding to the progeny of unbranded stock. For this description of duffing the trouble and risk of running in the horses may be, and often is, pleaded as an excuse, and viewed in that light the offence no doubt appears to some minds a comparatively venial one, but it is really a far more serious evil than at first sight appears to be, for it is the first step in a wrong direction, and very likely, from the gain attached to it, the exciting nature of the work, and the light in which a bold rider is looked upon in the bush, to lead to farther wrong and downright duffing. In fact the running of wild horses is the initiation of many of our youths into the vile habit of duffing, which next to drinking is the most demoralizing evil in the country districts.

For these reasons, wild horses should receive no quarter, but should be destroyed wherever they are found, after fair warning has been given their owners that they would be so dealt with if not removed; and a law empowering owners of runs to take this course with wild horses ought to be passed. To attempt to run in and turn wild horses or wild cattle to account is the height of folly. Neither of them are worth the trouble, to say nothing of the cost and risk, for wild horses, however well they may go when in the bush, are but cow-hearted slugs when broken in, and only fit for the drudgery of a 'bus or the wheel of a five-mile per hour coach.

7.—PROSPECT OF IMPROVEMENT.

The prospects of the improvement of our horse-stock lie in—

- 1st. The dearly bought experience owners have acquired during the last six or eight years of the ruinous effects of intermixing of the different breeds.
- 2nd. The more correct ideas which are beginning to prevail among them as to the true principles of breeding and the value of pure stock, are leading to increased care in the culling of brood mares and the selection of sires. This is borne out by the Inspectors' Reports, from which it appears that in *two-thirds* of the districts a decided improvement in these respects has commenced.
- 3rd. The extension of fencing and the increased value now set on grass.
- 4th. The destruction of wild horses.
- 5th. The demand for the Indian Army.
- 6th. The general desire to produce a more compact and generally useful class of well-bred horse, as evinced by the late importations of Arab sires.

8.—EXPORT TO INDIA.

New South Wales is quite capable of producing the class of horses for which there is a demand in India; but at present the trade is not very extensive. No Indian officer is stationed in the Colony to make himself acquainted with the principal breeders, and to furnish such information and encouragement as might lead to a steady supply. The purchasers are speculative shippers; and of these there are only three or four. The speculation is a somewhat hazardous one, as, apart from the risks of the passage, horses rejected by the Government buyers are at once so depreciated as to be scarcely saleable.

During

During the last ten years the shipment to India has been at the rate of about 250 horses per annum. The average length of the voyage is about sixty days; and the cost of transshipment amounts to about £23 10s. per horse, of which about £12 10s. goes to the ship for freight, and the remainder is spent in food, wages, and miscellaneous charges. The fitting up of a vessel in Sydney for horses generally costs about 20s. or 22s. per stall. It is necessary to take one groom for every ten horses, whose wages are at the rate of £2 per week, with a bounty of 20s. per head for each horse landed safely. The "super." also generally receives the same bounty.

The principal breeders, from whose stock horses are selected for the Indian market, are Messrs. George Campbell, of Dunroon, Mr. W. Rutledge, of Molonglo, Mr. Bell, of Muswellbrook, Mr. Reynolds, of Tocal, Mr. Dines, of Singleton, Mr. Hetherington, of Morpeth, Mr. Busby, of Cassilis, Messrs. Wyndham, of Bulckulla, Messrs. White, of Upper Hunter, Messrs. Barnes & Smith, Clarence River, Andrew Town, Richmond, Graham Mylne, Etonsville, and G. C. Tindale, Ramornie; Messrs. Checke and Tait have also furnished racehorses that have achieved distinction on the Peninsula.

There are five descriptions of horse that find sale in India:—

- 1st. Cavalry remount.—For this purpose is wanted a compact well-bred horse from 14 hands 3 inches to 15 hands 2 inches. The price in the Calcutta market is about £65, and in Madras about £57.
- 2nd. Artillery.—For this purpose the horses are required to be of the same height, but rather stronger, and the price is about the same.
- 3rd. Gentlemen's hacks and chargers.—These are required to stand from 15 hands to 15 hands 3 inches, and their prices range from £100 to £150.
- 4th. Racehorses.—These fetch a fancy price which has ranged from £300 to £600.
- 5th. Carriage-pairs.—Horses of this class, from 15 to 16 hands high, have realized from £200 to £300 per pair.

II.—CATTLE.

1.—NUMBER AND DISTRIBUTION OF OUR CATTLE STOCK.

By the Statistical Register of 1869, the cattle in the Colony stand at 1,795,904, while the numbers given there during the last nine years are as follows:—

1861	2,271,923
1862	2,620,383
1863	2,032,522
1864	1,924,119
1865	1,961,905
1866	1,771,809
1867	1,728,427
1868	1,761,411
1869	1,795,904

The decrease in our cattle since 1863 is attributable partly to losses by Pleuro-pneumonia during 1862, 1863, and 1864, and partly to cattle-owners selling off their cattle and replacing them with sheep, for two reasons—1st. Because the losses of cattle from the disease alarmed them; and 2nd. Because wool was bringing a long price and sheep-stations were paying better than cattle-runs, independent of the disease, as will be found more fully explained in the portion of this report which accounts for the large increase of sheep during the period from 1863 to 1867.

The principal portion of our cattle stock is of course to be found in the Pastoral Districts outside what were the Old Settled Districts, now termed the counties,—there being 1,284,096 in the former, and 511,808 in the latter.

Looking again at the sort of country in these two divisions, we find, speaking generally, that the breeding herds occupy the high-lying, intermediate, and coast portions of these divisions, where the feed is comparatively coarse and not well adapted for sheep, through its liability to fluke and foot-rot.

Among the pastoral districts, New England possesses the largest number of cattle; Clarence, the next; Gwydir, the next; Lachlan, the next; Liverpool Plains, the next; and Murrumbidgee, the next. It is from these districts that the principal supply of our store-cattle, bred in the Colony, come. Among the counties again, Camden stands highest in the number of cattle; Durham, second; St. Vincent, third; Cumberland, fourth; Northumberland, fifth; and Brisbane, sixth.

2.—DESCRIPTION OF OUR CATTLE.

In the pastoral districts the cattle in the Clarence, Wellington, and Bligh Districts are the best; while in the counties, those in Argyle, Camden, and Durham, rank first.

In no particular district is there a distinct breed. Our cattle are more Short-horn than anything else, with a sprinkling, say perhaps, from one-tenth to one-twelfth of Hereford. There is little or no uniformity among them in quality or form; and as a rule there is still plenty of room for improvement. Their want of uniformity and their mediocrity also, to a large extent, are of course attributable to the great variety of breeds from which they are descended. There is in them more or less of the blood of all our British and Irish breeds, and even of the cattle of Cape Colony; and as if this was not enough of "differentness" the generality of our breeders, under the false notion that such a course was necessary to the proper management of their herds, have been keeping up a continual round of changes in their bulls, to the perpetuation of this incongruity and the deterioration of their cattle. The unenclosed state of the country and consequent impossibility of keeping the different breeds separate, have also tended to the deterioration of our cattle, and this again has been aggravated by the droughts, with which the Colony has been frequently afflicted. The scarcity of labour consequent on the outbreak of the diggings has also tended to the deterioration of our horned stock.

Under such circumstances it is not to be expected that our cattle,—looking at them from a thoroughbred point of view,—would, as a whole, display much "quality." They do not; and although considerable improvement has taken place in this respect in a large number of herds during the last six or eight years, they are, as a whole, still comparatively short and rough in the coat, hard in the touch, and large in the bone.

As to "form," again they lack size, squareness, and fulness in the handling points. The best of the general average of our cattle are compact, short-legged, and fleshy enough, but they are comparatively light at the flank, round in the hind quarters, and turned more like the "Black-poley," or "Devon," than the "Short-horn,"—from which their horn, color, and general appearance, show they are principally descended.

Their "meat" is generally excellent when killed on, or at a short distance from, the station on which they were fed. It is comparatively fine in the grain, well-flavoured, and fairly marbled. It is seldom, however, that townspeople get it in its prime state, as the effects of the droving not only destroys the flavour of the meat but wastes the carcass on an average journey of 250 miles to the extent of from 75lbs. to 150lbs., in ordinary seasons, under careful droving; and a great deal more in droughts and floods, and with careless handling. It is to be hoped, that as the railways are extended, such arrangements will be made for the loading and unloading of the stock as will induce their owners to send them by rail instead of by the road; and thus save the enormous waste which is now going on in the condition of our fat stock, besides bringing a very large increase of revenue to the Railway Department.

Ordinarily well-bred bullocks off a good run will leave it at from 3½ to 4 years old weighing from 700lbs. to 800lbs., and cows 150lbs. less.

Although it will be seen from the general abstract of the Inspectors' Reports, appended hereto, that there are only some 308 herds out of 782 reported as improving, and although, upon the whole, there is still considerable room for improvement in the generality of our herds, the average of the cattle is very far from inferior; and even the

the very worst make passable beef, and turn out, when fat, a payable quantity of tallow. It is evident too that from the demand there now is for pedigree cattle, and the high prices they brought at the late Exhibition (none of the yearling Short-horns, with any pretensions to purity, fetching less than £100) that blood is beginning to be appreciated as it ought to be, and that more correct views of the true principles of breeding are gaining ground. We may expect, therefore, to see a rapid improvement in our cattle stock.

3.—THE DIFFERENT BREEDS AND BREEDERS.

The only distinct breeds in the Colony are the Short-horn and Hereford with a single herd of Devons.

Short-horns.

As has been already said, the Short-horn blood is the most prevalent in our herds, by far the larger proportion of our imported cattle having for the last thirty or forty years been of that breed; and there is little doubt, considering the state of our horned stock, but that this was the best breed that could have been introduced. The Short-horns are superior to all other cattle in size, squareness, compactness, early maturity, and imposing appearance, and the pure bulls of this breed possess the power in an eminent degree of marking their progeny, and conveying to them the size, substance, and quality for which they are themselves so justly distinguished; in fact they supply the very qualities which our Colonial cattle generally lack.

Among those who have been the principal importers and breeders of pure Short-horn stock may be mentioned Captain Piper, the Australian Agricultural Company, Mr. Potter M'Queen, the late Mr. Edward Cox, the late Mr. Lawson, Mr. Thomas Leely, the late Mr. Clark Irving, the Twofold Bay Company, the Messrs. Lowe, Mr. Lee, Messrs. Fanning, Messrs. Baldwin, Messrs. Dangar, Mr. Chisholm, the late Captain Russell, the Messrs. Bowman, the late Mr. Christie, Mr. Tindale, Messrs. White, Mr. Ogilvie, Mr. Dangar, Mr. Durham, Mr. Rouse, Mr. Lamb, Mr. Greaves, Mr. King, Messrs. Barnes and Smith, and others.

The importations have been numerous, considerable numbers having been introduced every year. The quality again of the animals imported has, as a rule, been high; some of them were in fact equal to the best of their day in England. Thus we reckon in the list the far-famed Comet, bred by Mr. Collings, and introduced by Mr. M'Queen; Royal Butterfly the 6th, imported by the Messrs. Morton, of Victoria, and purchased by Dr. Jenkins; the bulls, Prince Alfred and Lablache, and the cow, Drawing-room Rose, introduced by the late Mr. Clark Irving, who has been perhaps our largest importer of pure stock; and Theodore, lately imported by Mr. King, and purchased by Dr. Jenkins.

During the year 1870, eight Short-horn bulls and ten cows and heifers of that breed were imported, as will be seen in the detailed list of importations given below.

The effect of the importations has been most beneficial, and the best proof which can be adduced in support of this assertion is the contrast which our cattle-stock present, compared with those of Mexico and South America. Thus, while ours are highly valuable, and yielding a handsome return per head, the cattle of both Mexico and South America are comparatively worthless, except for their hides, horns, and bones. They have little or no fat, and their meat is tough and flavourless. There is no doubt but that the encouragement Government gave in early days to the importers of well-bred stock tended greatly to the improvement of our herds and flocks, and was thoroughly sound policy.

The Short-horns in the Colony may be classed as follows:—

Pedigree stock,	say	4,000
First-class well-bred stock,	"	126,000
Well-bred to fair stock,	"	450,000
Middling,	"	750,000
Inferior,	"	160,000
Very inferior,	"	40,000
		<hr/>
		1,530,000

Herefords.

The Herefords are a superior race of cattle with distinctive type, characteristics, and form, thoroughly established and capable of being transmitted to any other race with which they may be interbred. They are especially remarkable for their large weight, hardihood, and good meat.

The Herefords are principally located to the north of Sydney, in the eastern and north-eastern portions of the Colony, and the principal breeders and importers have been Mr. George Cox, Mr. Reynolds, Mr. Nowlan, Mr. Loder, Messrs. Wyndham, Messrs. White, W. J. Dangar, Messrs. Barnes & Smith, Mr. G. H. Cox, Mr. Sloper Cox, and Mr. Cook.

The importations of Hereford cattle during the year 1870, were four bulls and six cows and heifers.

The effect of the introduction of the Hereford strain into our herds has so far been very satisfactory, and if a constant supply of pure bulls of this breed is kept up in the herds in which it has been tried, still further good results may be expected, as the Herefords are hardier, more active, and carry thicker and heavier coats than the Short-horns; they are better suited than the Short-horns for inferior pasturage and outlying runs; while they stand the road and winter better. They come as early to maturity but are not quite so heavy. A good many stockowners are now beginning to breed from Herefords, and it is to be expected that they will eventually displace the Short-horns on the lighter soil and more distant runs.

Estimate of different Classes of Herefords.

Pure,	say	1,000
First-class well-bred stock,	"	20,000
Well-bred to fair,	"	50,000
Middling,	"	60,000
Inferior,	"	14,000
		<hr/>
		145,000

Devons.

The late Mr. Dickson, of Camden, in 1832-3, imported Devons, cows, and bulls, and their progeny made excellent crosses with the cattle then in the Colony, both for meat and milk; but they did not gain favour with stockowners on account of their wildness. The Australian Agricultural Company also introduced some Devon stock which were lost in the general Short-horn herd. The only importer and breeder of Devons of any note in the Colony at the present day is Mr. Reynolds, of the Paterson. Devons have found but little favour with our stockowners generally, as they do not possess the qualities which our own principally lack,—*i.e.*, size, squareness, and fulness in the handling points; and they are too active in their movements for any but careful managers.

There is no doubt however but from their hardiness and good travelling qualities, and from the excellence of their meat, they will ere long be found on many of the runs in the far back salt-bush country; and as fencing progresses we may expect to find herds in the outlying districts with Devon cows breeding to Durham and Hereford bulls, the progeny being fattened off and not bred from.

4.—PEDIGREE AND WELL-BRED STOCK.

From the general abstract of the Inspectors' Reports it will be seen that of pedigree and well-bred stock—3 head are reported as having been introduced during the year into the Albury District—6 into Balranald—13 into Bourke—12 into Braidwood—12 into Deniliquin—395 into Dubbo and Cannonbar—14 into Eden—12 into Grafton and Casino—11 into Goulburn—38 into Gundagai—12 into Hay—11 into Maitland—13 into Merriwa—2 into Mudgee—43 into Narrabri—3 into Port Macquarie—1 into Singleton—217 into Wagga Wagga—2 into Warialda—7 into Wentworth.

5.—PEDIGREE STOCK, IMPORTED FROM ENGLAND.

Name and Address of Importer.	Breed.	Bulls.	Cows.	Total.
From Agricultural Company, Gloucester	Short-horn	3	.....	3
Jas. Taylor, Morpeth	Do.	1	.....	1
Do. do.	Hereford ..	1	.....	1
Mr. Nowlan, Maitland	Do. ....	.....	2	2
Mr. Button, Maitland	Short-horn	1	.....	1
Mr. Reynolds, Paterson	Devon	1	1	2
John Stone, Albury	Short-horn	1	.....	1
J. C. Irving, Clarence River	Do.	3	.....	3
W. Small, do.	Do.	2	.....	2
Messrs. White, Upper Hunter	Do.	4	6	10
Messrs. Barnes & Smith	Do.	2	3	9
	Hereford ..	.....	4	

These importations are all of the best blood and highest breeding, several of them having taken first honors at the Royal Society's and other important meetings in England. Among the prize-takers may be specially noticed the Messrs. White's Hereford bull and Short-horned heifer, Mr. Nowlan's two Hereford heifers, Mr. Reynolds' Devon bull and cow, Messrs. Barnes and Smith's Short-horned cow and heifer, and their Hereford bull, cow, and heifer. The advantages to the Colony of these importations are incalculable, and if grants of land were now as in former years bestowed on those who aided in the permanent advancement of its interests, the importers of such animals as these ought certainly to receive them.

6.—VALUE OF ANNUAL "CAST" AND EXPORT OF FAT CATTLE.

Taking the cattle in the Colony in round numbers, as per the Statistical Register, at 1,800,000, and fixing the annual draft or "cast" of fat stock at one-eighth of the whole,—the number that would be sold annually from a fair breeding and fattening station in proper working order,—we have 225,000. Then taking the average prices in Sydney and Melbourne markets at £5, the gross annual value of the "cast" of fat cattle would amount to £1,125,000.

To show again the amount received annually from the export of the Produce of our cattle, we have as above—

225,000 at 100s.	£1,125,000
Less—	
Consumed in Sydney and suburbs, as partly estimated and partly obtained from slaughter-house returns, 52,000 at £5	£260,000
Do. in Maitland, and do. as do., do., 18,000 at £5	90,000
Do. in the rest of the Colony, 56,000 at £5	280,000
	<u>630,000</u>
Leaving value of 99,000 cattle sent into Victoria and South Australia, and boiled down and preserved in this Colony, at £5 each	495,000
Value of hides of cattle slaughtered in the Colony, exported as hides or leather, as above	126,000
Less—used for green hide (say)	26,000
	<u>£</u>
100,000 at 18s.	90,000
Value of tallow exported from cattle slaughtered (say)	75,000
Value of bones, hoofs, horns, &c. (say)	5,000
	<u>170,000</u>
Total annual export from cattle	<u>£665,000</u>

7.—AILMENTS AND DISEASES IN CATTLE.

Cumberland Disease.

With the exception of a few cases in the Bathurst, Dubbo, Cannonba, and Tamworth Districts, the general abstract shows little or no Cumberland disease in cattle during the past year.

Pleuro-pneumonia.

I greatly regret that the fears which I have frequently expressed with respect to the reappearance of pleuro-pneumonia are more than confirmed by the Inspectors' reports on this fell scourge. As will be seen by the general abstract of their reports, there is scarcely a district in the Colony in which it does not exist. I would therefore beg to recall attention to the result of the enquiries made during 1869, as to the efficacy of inoculation, and to the measures recommended in my report on that enquiry for staying the spread of this disease. From that report it will be seen that out of the 279 owners who inoculated their cattle, and who responded to the invitation of the Government to state their opinion as to its efficacy, 25 owners sent in replies neither for nor against it; 237 were in favour of the operation, and only 17 against it, or *fourteen* for inoculation to *one* against it; while even in the case of those who did not inoculate, and who must at one time have been all opposed to it, 102 reported in its favour to 45 against that treatment, or *seven* for to *three* against it. I would also call attention to the fact that in the answers to the question as to whether a law should be passed making inoculation compulsory, there were of those who inoculated *three* for to *one* against legislation, and on the whole returns of those who inoculated and those who did not, there were more than *six* for to *four* against such a law. As therefore there is thus a very large majority of owners in favour of passing an Act to oblige those whose cattle are infected to inoculate them, and as it is clearly shown by the result of this inquiry that pleuro-pneumonia is by means of inoculation a controllable disease, it is recommended that Parliament should be asked to pass an Act which although it would not make inoculation compulsory would relieve the cattle which were properly inoculated from the restrictions and disabilities to which uninoculated infected stock should under such an Act be liable, and would thus indirectly tend to make the practice of inoculation universal throughout the Colony, on the approach of infection. Thus, while all infected cattle were, as they ought to be, placed in quarantine, and not as they now are, allowed to travel in any part of the Colony,

Colony, infecting the different herds with which they come into contact, the time during which properly inoculated cattle should be kept in quarantine should be made shorter by two-thirds than that during which uninoculated infected cattle should be quarantined, while, on the other hand, properly inoculated cattle should be allowed to travel over infected ground without being held to be infected. Provision would in that case require to be made for the examination and licensing of inoculators, and for a certain fixed brand or mark to denote that the animal bearing it had been duly inoculated.

In recommending legislation for pleuro-pneumonia, the difficulties which always more or less attend the carrying out of measures for the prevention of disease in cattle have not been overlooked. The principal of these are the difficulty of dealing with cattle in which an outbreak of the disease occurs while they are travelling, and that of eradicating the infection in wild herds and in town dairies.

With respect to travelling cattle which might prove to be infected, there is no reason why they should not be treated the same as travelling infected sheep are under the "Disease in Sheep Act of 1866," and be either sent back to the run from which they started, or placed upon the nearest suitable land, where those of them which were actually diseased should be destroyed without compensation to the owner, and the rest inoculated and quarantined for, say two months from the last appearance of the disease. In that case, compensation as under the Sheep Act should be paid by the owner of the cattle to the proprietor of the land on which they were quarantined for the loss he sustained through the cattle being placed upon it.

The stoppage of travelling cattle in this way would no doubt entail considerable loss on their owner; but it is surely much better that he should suffer under such circumstances, and that the infection should be stayed, than that he should continue his journey, leaving the infection in every herd with which his cattle came in contact, and spreading it broadcast through the Colony.

As to the eradication of the disease again from wild herds, it would no doubt be difficult in some of the scrubby portions of the Colony to effect this without considerable delay and expense; but with these exceptions wild cattle are now being gradually exterminated, and where this could not be done the risk of the disease spreading from them, should they become infected, is not very great, as they would be surrounded by inoculated herds. The town dairies would be also sources of risk for a time, as the infection is certain to exist for a much longer period in the cow houses and sheds, once they are contaminated, than in paddocks or on open runs. It is now kept alive in these dairies through the changes of cows which are continually taking place; and it is carried by the cows from the dairies to the paddocks to which they are sent when dry. From the paddocks again it is taken by bullock-teams and store cattle into the interior. But with strict inspection and a thorough disinfection of the infected premises, this risk also could be removed.

In this way the disease might be eventually eradicated from the Colony; and if it could, to take no action but to trust to its dying out, as some owners recommend, would be the merest folly, for pleuro-pneumonia will, if not eradicated, behave the same in this Colony as it has done in every other part of the world. It will disappear, or rather smoulder, for a time, to break out again as virulently as ever, when a fresh race of cattle have grown up and the circumstance which favour an outbreak of the disease again occur.

Cancer.

The reports on cancer show, as might have been expected, a few cases in almost every district, but it would seem that cattle depasturing on the river-banks and in the uplying "lickhole" country are more subject to the ailment than those in other parts of the Colony.

No satisfactory explanation of the cause of cancer has been received.

The treatment recommended is to incise the swelling to its roots as soon as it is observed, and before it has taken deep root. As this entails little trouble it should be tried; and if a hot iron were passed over the incision the operation might be more effectual.

Ophthalmia.

This disease, which was first noticed in the neighbourhood of Singleton about the end of 1869 and beginning of 1870, is evidently infectious or contagious. From Singleton it travelled both up and down the Hunter, across the Liverpool Ranges, and to the country about Tamworth. It was also very prevalent in the Merriwa and Cassilis districts, and more recently in those of Dubbo and Narrabri. It is likewise reported in the Mudgee, Yass, Grafton, and Casino districts.

Although sometimes resulting in permanent blindness, ophthalmia is seldom or never fatal. Its attack is very sudden, and it of course causes loss in condition. It is evidently attended with great pain, for the cattle stop feeding, and keep starting back and holding up and shaking their heads. The eyelids swell, the eyes become very much inflamed, and a considerable discharge flows from them, while the haw gradually protrudes and cannot return. After a few days the inflammation generally subsides, the haw returns to its place, the redness disappears from the eye, and a white scum is left on the eye. This gradually disappears, leaving a spot on the pupil, and rendering the animal more or less blind for periods from two to six weeks, and in some few cases permanently so.

There is no account of infectious or contagious ophthalmia attacking either horses or cattle in Great Britain or Ireland, but such a disease may affect the stock in countries where the climate is more like that of these Colonies.

Poison Pea.

Feed having during the year been everywhere abundant, the stock have not, as in seasons of drought and scarcity, been led to eat this noxious plant, and the losses in this way have been comparatively few—the only deaths occurring in the Coonabarrabran, Gundagai, Merriwa, Mudgee, Narrabri, Tamworth, and Wentworth districts. Several of the Inspectors report it as spreading.

7.—QUARANTINE OF IMPORTED CATTLE.

I would also again urge the necessity for imported horses and cattle passing an examination and quarantine for 14 days at least, near the port of debarkation, previous to their being allowed to mix or come in contact with those belonging to this Colony, and for preventing the landing of any forage brought out with imported stock. Had such a law as this been in force in this and the adjoining Colonies, it is reasonable to suppose that pleuro-pneumonia would never have got a footing in Australia; and there are many other diseases prevalent among stock in Europe which are not known in Australia, and which might be excluded by such enactments as these.

For instance, foot and mouth disease (*Vesicular Apatha*), one of the most infectious diseases in stock, is now prevalent in almost every part of England, and although the chances are against its introduction here, it is not impossible for it to be brought out, if not by the stock, by the fodder.

If it were decided that all imported stock should pass such a probation as here suggested, accommodation might be obtained for them on the Sheep Quarantine-ground; and the charges should be fixed at such a rate as would just cover the expense of forage and attendance, in order that the expenses of the quarantine might fall as lightly as possible on the importers of these valuable animals. In case these suggestions are acted upon, I would further recommend that the attention of the Governments of the adjoining Colonies should be directed to the subject, because precautions, to be effectual, should be taken by *all* the Colonies.

9.—GENERAL Abstract of Inspectors' Reports on Cattle.

District.	Pedigree Stock.				State of Cattle.				Cumberland Disease.	Pleuro-pneumonia.				Cancer.	Ophthalmia.	Poison-pea.	Remarks.	
	Bulls.	Cows.	Total.	Breed.	Improving.	Stationary.	Deteriorating.	Not given.		Nil.	Slightly.	Badly.	Very badly.					
Albury.....	3	...	3	Short-horn.	19	12	3	4	1 case.	27	10	1	.....	1 case.	Nil.	Nil.	More attention paid to sheep than to cattle; inoculation believed in.
Armidale.....	No inspector.	...	...	..	2	9	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	
Balranald.....	6	...	6	..	2	62	Nil.	Nil.	Prevalent.	52	4	5	1	A few cases.	..	..	Bleeding and drenching for pleuro-pneumonia, but no cures.
Bathurst.....	...	...	...	..	...	...	...	...	...	...	...	...	...	...	..	..	Owners have not generally inoculated, but successful where tried.
Bourke.....	3	...	13	Short-horn.	7	1	.....	37	Nil.	15	16	.....	.....	3 cases.	..	..	Cattle diminishing; cattle-stealing on the increase.
Braidwood.....	10	3	12	Hereford ..	.....	Deteriorating.		.....	.....	No disease prevalent.				.....	..	..	Improvement commenced.
Carcoar.....	...	...	...	.....	6	4	2	31	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	..	..	Inoculation successful. Inoculation believed in.
Cooma.....	...	...	...	.....	52	2	.....	.....	..	51	3	.....	.....	2 cases.	..	..	Owners not generally inoculating.
Coonabarabran.....	...	...	...	.....	20	.....	.....	.....	..	13	7	.....	.....	Nil.	..	Slightly.	Cattle increasing.
Corowa.....	...	...	...	.....	4	.....	.....	.....	..	3	1	.....	.....	..	..	..
Dunlicquin.....	12	...	12	Short-horn.	14	.....	.....	.....	..	7	6	1	.....	10 cases.	..	..
Dubbo and Cannonba.....	55	...	55	Not stated..	12	57	.....	16	Slightly.	40	40	2	3	106 cases.	Temporarily prevalent.	..	Owners not generally inoculating.
Eden.....	12	2	14	Short-horn.	16	1	5	Nil.	16	4	1	1	Nil.		Nil.	..	
Forbes.....	...	...	...	.....	6	.....	.....	39	..	34	11	1	1	..	..	..
Glen Innes.....	No return.	6	12	..	13	3	1	16	1 case.	14	2	1	.....	3 cases.	2 cases.	..	Majority in favour of inoculation.
Grafton and Casino.....	6	5	11	..	1	9	2	13	Nil.	...	prevalent.		.....	Slightly.	Nil.	..	Inoculation generally successful.
Goulburn.....	37	...	38	Hereford ..	27	6	1	.....	..	26	7	2	2	Prevalent.	..	On 2 runs.	Inoculation successful; losses from floods and from swellings at the root of the tongue.
Hay.....	7	...	12	Short-horn.	15	7	7	.....	..	23	6	.....	.....	On 5 runs.	..	Nil.	Cattle Act required; won't generally inoculate.
Maitland.....	6	2	11	Short-horn.	28	1	.....	3	..	30	2	.....	.....	On 3 runs.	On 2 runs.	..	Inoculation believed in; but not generally practised; fluke prevalent in Gloucester District; also black leg.
Merrivale.....	1	1	2	Hereford ..	.....	Slight improvement.		.....	..	...	prevalent.		1	On 2 runs.	Prevalent.	On 2 runs.	Inoculation practised.
Merriwa.....	1	1	2	Not stated..	13	1	.....	.....	1 case.	7	2	1	4	On 3 runs.	Slight.	Slight.	Inoculation successful; cattle-stealing prevalent.
Mudgee.....	2	...	2	Short-horn.	10	3	.....	3	..	6	8	1	1	On 6 runs.	Nil.	Plentiful, but no deaths.	Inoculation practised.
Narrabri.....	48	...	43	..	8	.....	9	.....	Nil.	13	4	.....	.....	Nil.	..	Nil.	Inoculation successful; wild cattle numerous; cattle not mustered.
Port Macquarie.....	1	...	3	Hereford ..	2	1	.....	.....	..	Nil.	Nil.	Nil.	Nil.	..	..	..
Singleton.....	1	...	1	Short-horn.	.....	.....	.....	.....	..	...	prevalent.		.....	..	..	..
Sydney.....	...	...	...	.....	.....	.....	.....	.....	..	...	prevalent.		.....	..	..	..
Tamworth.....	...	...	...	.....	18	.....	.....	2	Slight.	18	7	.....	.....	Prevalent.	..	Slight.	Act to prohibit diseased cattle travelling. Inoculation practised with success.
Wagga Wagga.....	...	...	217	Not stated..	21	1	.....	36	..	...	30	27	3	Very few cases.	..	..
Warialda.....	1	...	2	..	3	3	1	3	..	3	7	.....	.....	Nil.	..	Plentiful.	Inoculation successful.
Wentworth.....	7	...	7	..	4	28	.....	.....	..	29	3	.....	.....	On 1 run.	..	Nil.	
Windsor.....	23	...	23	..	18	4	2	.....	..	20	2	.....	.....	On 5 runs.	Slight.	..	Cattle in this district liable to fluke.
Yass.....	...	Nil.	...	.....	.....	Improving.		.....	..	...	slightly.		.....	Nil.	..	..
Young.....	
Total.....	274	19	850		308	238	28	208	In 7 districts.	429	186	43	17	In 19 districts.	In 6 districts.	In 7 districts.		

III.—SHEEP.

1.—NUMBER OF SHEEP AND THEIR DISTRIBUTION.

The number of sheep in the Colony during each of the last ten years stands as follows:—

1861	6,119,169	1866	11,644,593
1862	6,550,896	1867	15,066,377
1863	7,169,126	1868	16,000,000
1864	9,089,463	1869	16,848,217
1865	9,650,106	1870	16,218,825

It will be observed that a very great increase took place in the number of the sheep during the period from 1863 to 1867. The causes which brought this about are thus clearly pointed at by Mr. Jennings, M.L.A., for Deniliquin. He says,—“That the high price of wool in 1862–3 (which was chiefly attributable to the American war) and the confidence of capitalists, both here and at Home, in sheep station property in New South Wales, enabled those intending to embark in wool-growing to obtain the necessary means on easy terms. This and the high price of wool led many of the owners of cattle stations to dispose of their cattle and put on sheep; and many others also, who were following other avocations, were induced to embark in sheep farming. There was thus about the period mentioned quite a rush for investment in sheep stations, and the demand was greatly increased by the land policy of Victoria at that time driving the squatters from that Colony. To add to all this, the carrying capabilities of the runs were very largely increased by fencing, which then became general throughout the south-western portion of the Colony. Under these circumstances, breeding sheep were greatly in demand, and went up to extravagant prices,—culling was seldom or never practised,—and large numbers of sheep were introduced both from South Australia and from Queensland. During this period too the seasons were generally good, while in the latter part of 1868 and during the whole of 1869, the sheep suffered more or less from drought.

THE following Table shows the number of Sheep returned to the several Clerks of Petty Sessions throughout the Colony in 1869 and 1870, and the decrease for the latter year.

District.	No. of Sheep—1869.	No. of Sheep—1870.	Increase—1870.	Decrease—1870.
Albury	322,598	303,511	.....	19,087
Armidale	615,878	544,791	.....	71,087
Araluen	.....	.....	.....	.....
Bathurst	196,800	204,463	7,663	.....
Bega	12,806	8,910	.....	3,896
Berrima	10,727	11,405	678	.....
Bombala	213,241	226,171	12,930	.....
Boorowa	292,755	256,159	.....	36,596
Bundarra	120,612	98,468	.....	22,144
Braidwood	61,112	68,041	6,929	.....
Bourke	685,554	535,855	.....	149,699
Balranald	580,248	408,210	.....	172,038
Camden	11,784	14,640	2,856	.....
Campbelltown	5,348	6,991	1,643	.....
Carcoar	404,432	344,845	.....	59,587
Casino	.....	.....	.....	.....
Cassilis	289,206	183,380	.....	105,826
Collector	.....	.....	.....	.....
Cowra	134,406	116,117	.....	18,289
Cooma	454,720	436,359	.....	18,367
Coonabarabran	429,278	416,996	.....	12,282
Coonamble	162,566	195,572	33,006	.....
Corowa	452,449	389,570	.....	62,879
Cannoubar	100,855	.....	.....	100,855
Dowling	.....	.....	.....	.....
Deniliquin	860,727	804,374	.....	56,353
Dungog	.....	.....	.....	.....
Dubbo	456,763	406,656	.....	50,107
Eden	3,563	3,609	46	.....
Forbes	217,114	255,708	38,594	.....
Grafton	1,620	3,770	2,150	.....
Grenfell	.....	3,150	3,150	.....
Gosford	.....	.....	.....	.....
Goulburn	253,210	260,380	7,171	.....
Gundagai	87,290	111,627	24,337	.....
Gunnedah	281,664	238,047	.....	43,617
Gunning	still outstanding	81,068	81,068	.....
Hargraves	.....	12,350	12,350	.....
Hartley	9,786	21,057	11,271	.....
Huy	2,267,760	2,252,483	.....	15,277
Inverell	256,704	293,345	36,641	.....
Kempsey	.....	.....	.....	.....
Kiama	.....	.....	.....	.....
Liverpool	.....	.....	.....	.....
Murrurundi	204,754	282,942	78,188	.....
Merriwa	.....	98,033	98,033	.....
Moruya	570	.....	.....	570
Muswellbrook	38,168	39,482	1,314	.....
Maitland	.....	4,460	4,460	.....
Molong	250,035	289,067	39,032	.....
Menindie	480,795	459,398	.....	21,397
Moama	53,129	36,901	.....	16,168
Mudgee	185,622	169,670	.....	15,952
Newcastle	.....	.....	.....	.....
Oberon	.....	3,293	3,293	.....
Orange	62,735	59,122	.....	3,613
Port Stephens	3,500	3,000	.....	500
Port Macquarie	.....	.....	.....	.....
Paterson	6,600	7,440	840	.....
Penrith	4,042	3,436	.....	606
Parramatta	.....	.....	.....	.....

District.	No. of Sheep—1869.	No. of Sheep—1870.	Increase—1870.	Decrease—1870.
Queanbeyan	254,085	262,136	8,051	.....
Rylstone	98,136	104,142	6,006	.....
Raymond Terrace	520	700	180	.....
Rockley	36,495	32,836	.....	3,659
Scone	176,929	147,842	.....	29,087
Stony Creek	39,672	.....	.....	39,672
Sofala	7,190	8,245	1,055	.....
Singleton	127,555	203,440	75,884	.....
Shoalhaven	.....	.....	.....	.....
Sydney (Water Police)	.....	.....	.....	.....
Do. (Central Police)	2,730	.....	.....	2,730
Tamworth	618,360	416,568	.....	201,792
Tumut	117,927	92,950	.....	24,977
Tenterfield	140,702	151,767	11,065	.....
Tambaroora	.....	14,436	14,436	.....
Tumberumba	154,360	124,484	.....	29,876
Walcha	215,510	283,532	68,022	.....
Warialda	832,477	742,406	.....	90,071
Wollington	100,181	148,845	48,664	.....
Wollombi	1,300	900	.....	400
Wingham	.....	.....	.....	.....
Wollongong	.....	.....	.....	.....
Walgett	65,313	98,428	33,115	.....
Wagga Wagga	717,670	686,206	.....	31,464
Windsor	.....	.....	.....	.....
Wee Waa	306,083	300,489	.....	5,594
Wentworth	352,388	273,455	.....	78,933
Wellingrove	351,137	372,069	20,932	.....
Young	423,209	402,667	.....	20,542
Yass	174,762	174,959	197	.....
	16,808,217	16,017,893	795,259	1,585,583
Add Lots under 500	179,110	178,000	.....	1,110
	16,987,327	16,195,893	795,259	1,586,693
Net decrease on the year 1870	.....	791,434	.....	.....

Of the above lots of sheep under 500, there were 2,082 in the Albury District, 500 in Balranald, 23,003 in Bathurst, 516 in Bourke, 1,530 in Braidwood, 17,366 in Carcoar, 6,886 in Cooma, 2,290 in Coonabarabran, 2,057 in Corowa, 1,718 in Dubbo and Cannonbar, 2,327 in Eden, 1,650 in Forbes, 4,400 in Glen Innes, 3,300 in Grafton and Casino, 20,529 in Goulburn, 3,250 in Gundagai, 15,012 in Hay, 2,128 in Maitland, 1,040 in Menindie, 4,423 in Merriwa, 6,838 in Mudgee, 996 in Narrabri, 32 in Port Macquarie, 4,840 in Singleton, 10,000 in Sydney, 670 in Wagga Wagga, 4,360 in Warialda, 430 in Wentworth, 4,852 in Windsor, 11,931 in Yass, 15,064 in Young.

The returns for 1870, inclusive of sheep possessed by owners of less than 500, show an actual decrease of 791,434, compared with those for 1869, which is of course to be principally accounted for by the losses sustained during the drought in the latter part of 1868 and the beginning of 1869, and, to some extent, by the consumption of sheep at the Victorian meat-preserving companies. The losses through the drought were estimated in the end of 1869 at 1,000,000, by the Inspectors; but they must have been greater, even allowing for the sheep which were taken by these companies, to make the present decrease, and swamp the increase that ought to have been on more than 15,000,000 sheep. It was at one time expected that the season of 1870 would prove very favourable, and that the returns for 1871 would show a considerable increase in the number of our sheep, notwithstanding that a great many must find their way to the meat-preserving factories; but the rainfall of the last five or six months having been a most excessive one, has brought on foot-rot in almost every district throughout the Colony, and fluke bottle and worms in the sheep in most of the upland country; and the direct and indirect losses from these causes will be very considerable. The moistness of the season has, of course, with the rankness of feed, produced grass in superabundance, and the losses of lambs from grass-seed also have in many instances been very severe. For these reasons, therefore, it is feared that the returns of sheep for 1871 will show but a very moderate increase.

2.—LAMPING.

The returns of the average per-centages of lambs for the different districts were as follows:—Albury, 57½; Armidale, not given, there being no Inspector; Balranald, 82½; Bathurst, 75½; Bourke, 82; Braidwood, 80; Carcoar, 78; Cooma, 80½; Coonabarabran, 90; Corowa, 69½; Deniliquin, 76; Dubbo and Cannonbar, 72; Eden, 82½; Forbes, 84; Glen Innes, 76½; Grafton and Casino, average; Goulburn, 77½; Gundagai, 88; Hay, 75½; Maitland, 72; Menindie, ; Merriwa, 86½; Mudgee, 84½; Narrabri, 77½; Port Macquarie, 25; Singleton, 90½; Sydney, 77; Tamworth, 88½; Wagga Wagga, 71; Warialda, 79; Wentworth, 89; Windsor, 68; Yass and Queanbeyan, 82; Young, 85,—giving an average for the whole Colony of 78½ per cent.

3.—IMPORTATION OF STUD SHEEP.

Sheep from the best German, French, and American flocks have from time to time been introduced and interbred with our Australian merino, producing some remarkably fine sheep; but, upon the whole, none can excel the Australian merino, descended from the original Camden stock, either in the quality of the fleece or the certainty with which pure rams from this family mark their progeny. And for these we have of course to look to the far-famed Mudgee and Merriwa flocks in this Colony; to those of Messrs. Learmonth, Currie, Cumming, Shaw, and others, in Victoria; and to those of Messrs. Kernode, Gibson, Taylor, and others, in Tasmania.

A large proportion of our late importations of stud sheep for the south-west portion of the Colony have come from Victoria. Through the prevalence of scab in that Colony these sheep have been sent round to Sydney and quarantined there, instead of being crossed as they used to be over the Murray.

Previous to 1864 no record was kept of the importations of stud sheep. Since that time about 3,500 have been introduced from Victoria, about one-half of which were ewes, and 500 from Tasmania, New Zealand, America, England, France, and Germany.

4.—RETURN by Inspectors of STUD SHEEP introduced and of the STATE OF THE FLOCKS in their several Districts.

Districts.	Sheep Introduced.			State of Sheep.					
	Rams.	Ewes.	Total.	Improvement.	Great Improvement.	Very great Improvement.	Stationary.	Deterioration.	Not Stated.
Albury			7	19	4		1		2
Armidale	No Inspector.					No report.			
Balranald	50		50	14			6		2
Bathurst			43	30			88	3	
Bourke	85	4,500	4,685	8	7	Stock in fine condition.			11
Braidwood						All the sheep improving.			
Carcoar			80	157					
Cooma			8	38	4	2	18	1	
Coonabarabran			4,150	26					
Corowa				24	4		1		3
Deniliquin	177	800	977	24			4		
Dubbo and Cannonbar			2,663	19			44		4
Eden			50	10			10	1	
Forbes	597	550	1,147	21					19
Glen Innes	6		6			Not stated.			
Grafton and Casino						Stationary.			
Goulburn	61	925	986	11			72		
Gundagai	73		73	6			13	1	1
Hay	1,513	40	1,553	31			7		
Maitland	2		2	6			9	1	4
Menindie	No report.					No report.			
Merriwa						No return.			
Mudgee	15		15	31				1	
Narrabri	77		77	7			8		2
Port Macquarie								1	
Singleton				2			4		
Sydney	2		2	4			8	1	
Tamworth	163	1,150	1,313	3	5		6		2
Wagga Wagga			2,629	126			1		
Wyallda	30		30	30	8		1		1
Wentworth			500	11		Great improvement in breed.			
Windsor									
Yass	89	103	1,098	16	7		2		
Young			46			Great improvement.			

Of the stud-sheep stated in the foregoing return as introduced into the several districts, 6,077 are reported to have been purchased from N. P. Bayley, of Mudgee; 175 from C. C. Cox, Mudgee; 330 from E. King Cox, Mudgee; ten from George Cox, Mudgee; 1,020 from G. H. Cox, Mudgee; 206 from Messrs. Learmonth, Murrumbidgee; eight from J. D. Macansh, Gurley; twenty from William Macansh, Jugiong; two from D. Munro, Singleton; 170 from Messrs. Peppin & Sons, Deniliquin; 4,616 from J. J. Riley, Mudgee; thirty-six from R. J. Traill, Collaroy; and 700 from Messrs. Wolseley, Gibbs, & Co., Deniliquin. The above return also includes five sheep imported from England, and three from France; 750 introduced from South Australia, and 520 imported from Victoria, besides 827 coarse-woolled sheep which changed hands and were imported during the year.

5.—IMPROVEMENT OF OUR SHEEP.

Although the losses sustained in the vain attempt to grow fine wool upon large-framed sheep, by crossing the merino ewe with the Leicester and Southdown ram, taught those who made the attempt that their theories were unsound and their plans impracticable, it was not until the last three or four years that really sound ideas on the subject of sheep-breeding began to be general throughout the Colony, and they have still plenty of room to spread. Now, however, that the march of improvement has once begun, it is moving on with certainty, as will be seen by the foregoing tabulated statement of the Inspectors' reports on the state of the Sheep. This change for the better has been greatly accelerated by the heavy fall in the beginning of 1868 in the price of wool, which is leading owners to try by every means in their power to enhance the value of their clip, and improve the quality of their sheep. Here again Mr. Jennings speaks clearly and forcibly:—

"With few exceptions the sheep-holders up to '66 and '67 went in for quantity. In that year I, in conjunction with some neighbours, got Mr. Thos. Shaw, senior, to class my flocks, and at that time there was so much apathy on this subject in the district that a sufficient number of owners could not be got together to undertake to give him sufficient employment to insure his remaining in, or annually visiting the district. But the fall in the price realized for the clip of '67 changed the aspect of affairs. London brokers and agents wrote, pointing out in strong terms the falling off in wool, and that unless some efforts were made to retrieve the downward tendency of price, by improving the quality and getting up the wool in such a way as to make it more marketable, the bulk of Australian wools would lose their character. Culling and classification now became general, and the services of sheep-classers in great demand. Those who refused to join two years before in securing the services of Mr. Thomas Shaw were urgent that I should induce him to return from Queensland, where he had gone. Old and badly woolled sheep were cast out, thousands died of the drought in 1868, and those remaining were fattened off and disposed of to the boiling-down and meat-preserving companies in 1869. The consequence is, that there is now on most stations a younger, stronger, better woolled, and, I might add, a doubly valuable class of sheep than existed three or four years ago. The improvement is mainly in the greater weight, sounder growth, and better condition of the wool, rather than any great stride forward in fineness of quality. To raise the character, condition, and quality of wool in large masses of sheep is a work of years; but I think the necessary steps have been in most instances taken to secure permanent improvement, by culling, classing, ceasing to overstock, and selecting the best rams. Much remains to be done, but can only be learned by experience—that is, to discover what sort of wool is best adapted for the soil, herbage, and climate of the dry plains. I may add that although many have gone to great expense in erecting warm-water washes, the result cannot be said to be favourable to that system."

What, therefore, with more correct ideas on the proper system of breeding, the purchase of a better class of stud rams (which has now been going on for several years), and the close culling and correct classing of the ewes, great improvement is already noticeable in the wool on most of the larger stations; and the example thus set has been followed on the smaller holdings. The fencing in of the runs is also tending in a large degree in the same direction, not only through the immediate improvement in the quality and weight of the fleece, which always follows the turning out of sheep, but also in relieving the owner from the care and trouble of managing the hosts of shepherds and hut-keepers employed on the station, while the sheep were shepherded, and allowing him to turn his attention to raising the character of his sheep and clip. The improvement in these respects would have been more evident if the Colony had not suffered so severely from the protracted drought of 1868-9; and there is no doubt but the present season will show a marked improvement, as well as a large increase, in the general clip.

6.—THE CLIP AND ITS "GET UP."

As will be seen by the general abstract of the Inspectors' reports on this subject which follows this, the clip has been exceedingly good, say from *one-sixth* to *one-eighth* heavier than usual, while it is also sounder and stronger.

The abstracts show an average per sheep for the whole Colony of greasy wool of very nearly 5 lbs.; of cold-water washed, of 2 lbs. 11½ ozs.; of scoured, of 2 lbs. 10 ozs.; and of hot-water washed, of 2 lbs. 7½ ozs.

In *greasy* wool Cooma is at the head of the list, with an average of 6 lbs. 5 ozs.; Glen Innes next, with 6 lbs. 4 ozs.; Deniliquin and Wentworth next, with 6 lbs. each; and Hay next, with 5 lbs. 12 ozs.

In *cold-water washed* Hay and Wentworth head the list with 3 lbs. 8 ozs. each; Wagga Wagga next, with 3 lbs. 6 ozs.; Deniliquin, with 3 lbs. 4 ozs.; and Cooma next, with 3 lbs.

In *scoured* wool Wentworth is first, with an average of 3 lbs.; Corowa is second, with 2 lbs. 14 ozs.; Goulburn next, with 2 lbs. 13 ozs.; Dubbo next, with 2 lbs. 9 ozs.; and Bourke next, with 2 lbs. 8½ ozs.

In *hot-water washed* Hay is first, with 3 lbs. 7 ozs.; Wagga Wagga second, with 3 lbs. 1½ oz.; Tamworth next, with 2 lbs. 13½ ozs.; Albury next, with 2 lbs. 13 ozs.; and Mudgee next, with 2 lbs. 13 ozs.

Although it may appear somewhat contradictory to say so, there has been too much water this year to permit of the usual quantity of wool being washed, and a much larger proportion of it than usual has left the stations in the grease. The quantity usually sent away washed in the Eastern portion of the Colony is very inconsiderable; but in the Western and Salt-bush districts about half the clip leaves in the grease in ordinary seasons, and this year it is estimated that 70 per cent. has done so. The reason for so much of the wool leaving in the grease from the salt-bush stations is of course not so much the want of water (which could be obviated by artificial means) as the difficulty in keeping the sheep clean in a grassless country while the yolk is rising after they are washed, previous to their going into the shearing shed.

In the preparation of the wool for market sheep-owners have within the last few years made very great advancement. On many of the principal stations the hot-water system has been adopted, and very large sums have been expended in pumps, spouts, and other machinery and appliances, while most of those who still stick to the cold-water wash have dropped the rough and ready careless customs, which the scarcity of labour during the diggings induced, and have fallen back upon the more careful systems followed some twenty years ago.

RETURN of the average Clip in the several Districts for 1870.

Districts.	Greasy.	Cold-water.	Scoured.	Hot-water.
	Average weight per sheep.	Average weight per sheep.	Average weight per sheep.	Average weight per sheep.
	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.
Albury	4 12	2 13½		2 13
Armidale		No Inspector.		
Balranald	5 5		2 6	
Bathurst	5 12	2 8		
Bourke	5 2	2 13	2 8½	2 8
Braidwood		Cold-water washed, average from 2½ lbs. to 3 lbs.		
Carcoar	5 0	2 12		2 1
Cooma	6 5	3 0		
Coonabarabran	4 6	2 8	2 8	2 12
Corowa	4 8	2 14	2 14	
Deniliquin	6 0	3 4		2 12
Dubbo and Cannonbar	4 12	2 9	2 9	2 8
Eden		2 13		
Forbes	4 13	2 9		2 9
Glen Innes	6 4	2 6		2 8
Grafton and Casino				
Goulburn	4 14	2 13		
Gundagai	4 9	2 11	2 13	
Hay	5 12	3 8		3 7
Maitland	5 7	2 8		
Merriwa	4 4			2 12
Menindee				
Mudgee	3 6	2 6	2 8	2 13
Narrabri	4 0			
Port Macquarie		2 0		
Singleton	4 4	2 9		
Sydney	4 8	2 10		
Tamworth	5 0	2 8½		2 13½
Wagga Wagga	5 2	3 6		3 1½
Warialda	5 0	2 7	2 8	
Wentworth	6 0	3 8	3 0	
Windsor		No return.		
Yass		No particulars given.		
Young		3 6		2 15
	4 15½	2 11½	2 10	2 7½

7.—AILMENTS AND DISEASES IN SHEEP.

These and their extent will be found given in the following abstract of Inspectors' returns on these subjects:—

RETURN by Inspectors of ailments and diseases in Sheep, in the several Districts.

District.	Cumberlaud.	Catarrh.	Yellows.	Red-water.	Grass Seeds.	Fluke.	Foot-rot.					
							Nil.	Very slightly.	Slightly.	Badly.	Very Badly.	Not stated.
Albury	Nil.	Nil.	Slightly	Nil.	Very prevalent	Slightly	9	.....	5	5	7	.....
Armidale	No Inspector.	Nil.	Nil.	2 cases, slight	Very prevalent	Nil.	.....	Nil.	Nil.	Nil.	Nil.	.....
Balranald	Nil.	Nil.	Nil.	Nil.	Prevalent	Very prevalent	.....	10	14	13	3	.....
Bathurst	Very slight	"	"	Nil.	Do.	Nil.	.....	16	.....	3	.....	7
Bourke	Nil.	"	"	Not stated	Do.	Nil.	.....	16	.....	3	.....	7
Braidwood	"	"	"	Nil.	Not stated	No return	.....	.....	Prevalent.		.....	.....
Carcoar	1 case	"	"	"	Prevalent	Very prevalent	35	.....	42	77	.....	.....
Cooma	Nil.	"	"	"	Very little	A few cases	.....	.....	4	.....	.....	57
Coonabarabran	Slightly	"	"	"	Very general	Nil.	12	.....	14	.....	.....	.....
Corowa	Nil.	"	"	"	Do.	"	.....	7	14	9	.....	2
Deniliquin	"	"	"	Not stated	Do.	"	.....	Nil.	Nil.	Nil.	Nil.	.....
Dubbo and Cannonbar	Generally slight	"	"	Nil.	General	"	11	38	13	4	1	.....
Eden	Nil.	"	"	"	Do.	"	7	6	8	1	.....	.....
Forbes	"	"	"	"	Very general	"	.....	.....	3	5	14	28
Glen Innes	"	"	"	"	Very little	Prevalent	7	.....	6	6	9	.....
Grafton and Casino	"	"	"	"	Do.	No return	.....	.....	Slightly.		.....	.....
Goulburn	"	"	"	"	Troublesome	Nil.	.....	.....	31 per cent.		.....	.....
Gundagai	"	"	"	"	Very troublesome	1 case	1	.....	4	2	14	.....
Hay	"	"	Very slight	Slight	Very prevalent	Nil.	23	.....	13	2	.....	.....
Maitland	"	"	Nil.	Nil.	Nil.	Very prevalent	4	.....	10	2	4	.....
Menindie	"	"	"	"	Not stated	No return	.....	.....	No return.		.....	.....
Merriwa	"	"	"	Not stated	Prevalent	Not stated	.....	.....	1	.....	.....	20
Mudgee	Slight	"	"	Nil.	Very prevalent	Nil.	6	.....	11	3	12	.....
Narrabri	"	"	"	"	Very little	"	9	.....	2	2	4	.....
Port Macquarie	Nil.	"	"	"	Nil.	No return	.....	.....	75 per cent.		.....	.....
Singleton	"	"	"	"	Very little	Nil.	5	.....	.....	1	.....	.....
Sydney	"	"	"	"	Nil.	Nil.	.....	.....	Very prevalent.		.....	.....
Tamworth	Very slight	"	"	"	Very prevalent	Nil.	5	.....	6	2	3	.....
Wagga Wagga	Very slight	"	Slight	"	Very destructive	"	12	.....	4	10	1	.....
Warraldra	Nil.	"	"	"	Very prevalent	"	3	.....	30	.....	6	.....
Wentworth	"	"	Slight	"	Do.	"	Nil.	Nil.	Nil.	Nil.	Nil.	.....
Windsor	"	"	Nil.	"	Do.	"	.....	.....	2	29	.....	.....
Yass	"	"	Slight	1 case	Prevalent	Prevalent	.....	.....	10	11	4	.....
Young	"	"	"	Nil.	Very prevalent	Slightly	2	.....	34	25	1	.....

Cumberland Disease.—This disease made its appearance during the past year in only a few districts, and in all these slightly.

Catarrh.—Only one instance of catarrh occurred, and in a very mild form; and the flock in which it showed has been fattened and disposed of.

Yellows.—Yellows showed itself in five districts in the south-western portion of the Colony, but in a mild type.

Redwater.—Isolated cases of this complaint appeared in three districts, but all very slight.

Grass-seeds.—Grass-seeds were unusually prevalent last year, and have seldom been known to be so destructive. In fifteen districts they were "very prevalent," in eight "prevalent or general," in five "slight or very slight." From four districts there were no reports, while two only have been returned as altogether free.

Fluke.—This complaint seems to have existed in several parts of the Colony; the returns stand as follows:—In three districts very prevalent, in two prevalent, in four slightly, in seven no return, and in eighteen none.

Foot-rot.—From the continued wet this scourge was last year very severe, and from the returns it would appear that it was more or less prevalent in all the districts but three. The average of the returns for the several districts would appear to be as follows:—In eleven districts "very bad," in eleven "bad," in eight "slight," in two no returns, while three districts only are reported as entirely free from it.

The sorts of treatment tried for this ailment have been very varied. The returns are somewhat meagre, but they furnish the following information:—The greatest number of cures reported are with butter of antimony. It was found the best remedy in nine districts; in five districts arsenic solution, in troughs, was preferred; in four bluestone, in different shapes, was used; in three a hot solution of vitriol. In five other districts the following five preparations were approved of respectively:—1st, a solution of aquafortis, spirits of salts and copper; 2nd, a mixture of Stockholm tar and corrosive sublimate; 3rd, tar and turpentine; 4th, carbolic acid; 5th, an ointment of gunpowder, bluestone, verdigris, and sweet oil. There are no particulars as to dressings from eight districts. From the great variety of dressings used, it is evident that a more thorough inquiry is required to obtain a better knowledge of the disease and its proper treatment. I would therefore recommend that forms of returns, calling for information on these points, should be printed and forwarded to the various Inspectors for distribution among the sheep-owners, with a circular requesting them to fill up and return the forms to me, with the view to the result of enquiry being published.

8.—WOOL-SCOURING ESTABLISHMENTS.

Of these establishments the returns stand as follows:—In the Bathurst District 2, in Balranald 1, in Bourke 3, in Coonabarabran 1, in Corowa 1, in Dubbo 1, in Glen Innes 1, in Goulburn 1, in Hay 4, in Maitland 4, in Mudgee 1, in Singleton 1, in Sydney 11, in Yass 1; making in all 33.

9.—COMBING AND CLOTHING WOOL.

This subject has been introduced here with the view to its being thoroughly ventilated and settled. It is essential to know (1st) what class of wool is most likely on an average of years to bring the best price in the European markets; and (2) what wool can be most profitably grown in the several districts of the Colony. Samples of the different wools to which prizes were awarded at the late Show go Home to the London International Exhibition of this year, and the first question can to a great extent be settled by our Commissioners, obtaining the opinions

opinions of the leading buyers for England and the Continent on these samples. The second again might to a great extent be set at rest if those owners who have been studying the question with respect to their own runs would during the present year forward to this office the results of their experience, with the view to its being compiled and published for general information.

10.—VALUE OF ANNUAL PRODUCE FROM SHEEP.

From the fact that a separate account has not been kept at the Customs, of the washed and greasy wool leaving the Colony, and from the loose and vague manner in which the weights are stated in the entries passed, the account kept by the Customs cannot be relied upon as correct in arriving at a conclusion as to the actual amount of our last season's clip. The uncertainty is also increased by the way in which wool arrives in and leaves the Colony. Some of it goes across the Murray by Melbourne, some down that river by Adelaide, and some even across the Border by Brisbane; while on the other hand some of the Queensland wool comes into New South Wales by land, and large quantities by sea.

The most correct mode of arriving at an estimate of the yield of wool and value of our clip will therefore be to take the number of the sheep according to the sworn returns of owners for 1870, allow say $2\frac{1}{2}$ lbs. of washed wool per sheep, and a fair average price in Sydney for the season of 1869-70 of say 1s. 2d. per lb.

Thus taking the sheep at 16,000,000, which at $2\frac{1}{2}$ lbs. of washed wool per sheep give 40,000,000 lbs., and the per centages of the different classes as given below, we have the following prices per lb. and results, which bring the average price of the whole clip within a fraction of 1s. 2d. per lb., the price stated above.

	per cent. of 40,000,000 =	lbs.	at an average of	per lb. =	£
$\frac{1}{8}$	"	200,000	21d.	"	25,000
8	"	3,200,000	"	"	280,000
48	"	19,200,000	15d.	"	1,200,000
35	"	14,000,000	1s.	"	700,000
$8\frac{1}{2}$	"	3,400,000	9d.	"	127,500
100		40,000,000			2,332,500

For the same reasons it is impossible to arrive at anything like a correct estimate from the Statistical Register, of the value of the annual "cast" of fat sheep. It is necessary therefore to take here again the total number of sheep in the Colony, and fix on a fair per centage of these annually sold as fat from a breeding and fattening station of average quality in proper working order. There is of course a great deal of country which is too poor to fatten sheep; but there are on the other hand many runs which are kept entirely for fattening, and they would of course prepare the sheep for the butcher which were bred on the poorer runs. Taking everything into consideration, the annual "cast" of fat sheep may be fairly fixed at *one-fifth* of the whole, and the price, bearing in mind the high rates ruling for sheep in Melbourne, may be put at say 7s. 6d. each. The account would then stand thus:—

	Wool.	£
"Clip" of 16,000,000 sheep, @ $2\frac{1}{2}$ lbs. washed wool per sheep = 40,000,000 lbs., at 1s. 2d. per lb., in Sydney		2,333,333
<i>Fat Sheep.</i>		
"Cast" of fat sheep being, say one-fifth of 16,000,000 = 3,200,000, @ 7s. 6d. each.....		1,200,000
Total value of annual return from sheep		£3,533,333

11.—ANNUAL EXPORT OF PRODUCE FROM SHEEP.

An estimate may be arrived at as follows:—

Annual cast of fat sheep as above..... 3,200,000

Less.

Consumed in Sydney and suburbs, as partly estimated and partly ascertained from slaughter-house returns 520,000
 Consumed in Maitland and neighbourhood, do., do. 182,000
 Consumed in the rest of the Colony (estimated) 704,666
 1,386,666

Leaving to be sent into Victoria and South Australia, and to be boiled down and preserved in this Colony and in Victoria, say 1,813,334

Then taking these sheep, 1,813,334 at the same price as above, 7s. 6d., they would amount to £ 679,998
 Amount for wool as above 2,333,333
 Add tallow and skins from sheep slaughtered for food..... 130,000

Total value to be exported £3,143,331

N.B.—The number of sheep that went from this Colony in 1869 into Victoria was 780,026, and into South Australia 86,749, making together 866,775.

12.—COARSE-WOOLLED SHEEP.

The coarse-woolled sheep are principally confined to the coast districts, where they are kept for breeding lambs for the Sydney market. They chiefly consist of Leicester and Southdown with a few Cotswold and Cheviots—the latter being principally in the New England District. The Leicester appear to be the favourite breed for fattening lambs, the ewes being excellent mothers; but still a good many put their faith in the Downs. There is no doubt that coarse-woolled sheep if properly managed will pay much better than the merinos in the coast districts for lamb breeding, more especially if they are allowed to be at large in paddocks. They do not thrive if knocked about by shepherds and their dogs. A flock of full-grown pure-bred Leicesters will shear from 5 to 7 lbs. of washed wool per head, which will generally sell at, say from 10d. to 12d. per lb.; and lambs from three to four months old will cut from 3 to 4 lbs. of washed wool. The wethers again of this breed when three years old will kill from 160 lbs. to 200lbs. each.

Great mistakes are made by many breeders of coarse-woolled sheep in breeding from mongrels, *i.e.*, putting a half-bred Leicester-merino ram to a ewe of the same stamp, under the idea that the progeny will be as good as the sire or dam. They will find their mistake, for these half-breeds deteriorate both in carcase and wool, and become useless rubbish.

The principal breeders of Leicesters, Messrs. Reynolds, Doyle, Christian, and Green in the Northern Districts, and Messrs. Massy & Gibson in the Southern Districts; and of Southdowns, His Excellency the Governor and Messrs. Dangar, Loder, and Dight in the Northern Districts.

Of coarse-woolled sheep there may be in the Colony some 60,000 made up as follows:—

Pure Leicesters and Cotswolds	5,000	
Well-bred do.	10,000	
Middling and inferior do.	25,000	
		40,000
Pure Downs	2,500	
Well-bred do.	5,000	
Middling and inferior do.	12,500	
		20,000
		As above... 60,000

Our supply of fat lambs is not nearly so ample as it ought to be. There is therefore considerable room for an increase in this class of sheep for lamb-breeding alone.

As too the manuring of land is more easily and cheaply carried out by keeping sheep and feeding off green crops than in any other way, and as the coarse-woolled sheep are better adapted than the merino for this style of farming, it is to be expected that there will be a considerable increase in the number of this class of sheep kept by farmers.

IV.—GENERAL.

1.—INCOME FROM, AND VALUE OF, PASTORAL PROPERTY, AND ITS PROSPECTIVE INCREASE.

Income.—The present annual return from horses, cattle, and sheep, may be estimated as follows:—

	£
Say one-tenth of the number of horses in the Colony (280,000), <i>i.e.</i> , 28,000, disposed of annually at an average price of £2 per head, =	56,000
Cost of fat cattle as given above, say	1,325,000
„ sheep do.	1,200,000
Clip of 1869-70 do.	2,333,000
	£ 4,914,000

Value.—The above amount, say £4,900,000, capitalized at 25 per cent.,—the gross return pastoral properties should yield to cover risk, interest, and expenses,—gives £19,600,000, nearly £20,000,000, as the present value of the pastoral property of the Colony.

To show that this is very near the mark, the stock may be taken at their average value during the last ten years, with the runs, purchased land, and improvements given in, and we have—

	£
280,000 horses, at say 40/	560,000
1,800,000 cattle, „ 80/	7,200,000
16,000,000 sheep, „ 15/	12,000,000
	£ 19,760,000

A good deal of the stock are running on purchased land, and where they are the amount invested is of course proportionately larger.

Prospective Increase.—What between the improvements that may be made by water-saving and fencing on the badly-watered and open runs, now but partially stocked, which would then carry fully *one-half* more stock,—and the occupation and improvement of the unstocked dry country in the same way—the live stock in the Colony might easily be increased 75 per cent.; in other words, that instead of the present gross income from pastoral property of about £5,000,000, it might be raised by these means to say £8,750,000 a year. The capabilities of the runs have in some parts of the Colony been already largely increased by water-saving and fencing. The advantages of these improvements are, as has been pointed out, so very great, that notwithstanding the insecurity of the tenure under which they now sit, a great many of the station-holders in the south-western portion of the Colony, while the prices of wool and fat stock were good, enclosed their runs, put down wells and tanks, and erected dams at a very heavy outlay. But with the fall in the price of wool, and the consequent difficulty in obtaining assistance from the Banks, comparatively few improvements are now being carried out. In this way, however, the Inspectors' returns, imperfect as they are, show that some 15,000 or 20,000 miles of fencing have been erected, and about a million sterling spent in this, and in dam, tank, and well making on Crown Lands, irrespective of some £400,000 on other improvements on these lands.

The following tabulated abstract of the Inspectors' returns on these heads will give some idea of the amounts which have been expended by the Crown tenants in the different districts; but, as has been said, they are very incomplete, and do not show anything like the real amount laid out in this way. It has also to be stated that no returns are included from holders of less than 2,000 acres of Crown Lands.

2.—ABSTRACT of Inspectors' Returns of Improvements on Purchased and Crown Lands.

Names of Stations.	No. 5.—IMPROVEMENTS ON PURCHASED LANDS.						No. 6.—IMPROVEMENTS ON CROWN LANDS.					
	No. 1. Buildings.	No. 2. Water-saving, &c.	No. 3. Fencing.	No. 4. Washpools, Sheds, &c.	No. 5. Ring-barking.	No. 6. Grass-seed Sowing.	No. 1. Buildings.	No. 2. Water-saving, &c.	No. 3. Fencing.	No. 4. Washpools, Sheds, &c.	No. 5. Ring-barking.	No. 6. Grass-seed Sowing.
Albury	38,290	1,565	25,062	9,480	3,025	2,474	3,850	3,540	49,318	2,670	161	330
Balranald	15,750	3,000	5,180	5,597	.....	.....	6,040	24,220	49,630	3,000	.....	...
Bathurst .....	.....	.....	.....	.....	.....	.....	595	.....	108	247	.....	...
Bourke	5,620	440	1,000	.....	.....	.....	16,430	26,433	34,922	9,790	.....	20
Carcoar .....	.....	.....	.....	.....	.....	.....	2,629	620	2,881	1,786	.....	120
Cooma	45,035	666	14,312	7,103	32	975	11,521	78	8,103	2,433	155	193
Coonabarabran	22,710	11,718	10,705	6,110	220	260	3,622	10,505	948	3,438	75	...
Corowa	21,916	6,441	3,142	.....	150	.....	11,436	25,054	60,266	340	975	...
Deniliquin	60,140	12,100	24,130	15,530	601	155	11,390	33,879	67,933	7,350	250	100
Dubbo	28,594	2,132	10,502	2,350	545	50	16,456	11,998	47,168	3,640	.....	...
Edon	21,500	192	4,620	2,750	20	109	600	35	960	960	560	25
Forbes	15,100	.....	2,000	1,238	.....	.....	6,164	5,020	20,305	2,791	15	...
Glen Innes	34,900	2,070	8,320	8,930	340	1,060	9,340	1,500	8,740	3,110	360	37
Goulburn	3,676	591	12,166	356	2,387	451	75	.....	920	.....	520	10
Grafton	632	55	693	.....	263	75	540	50	2,020	.....	463	...
Gundagai	25,350	990	9,670	1,190	530	270	1,850	960	11,620	180	265	185
Hay	20,655	11,070	6,518	3,770	.....	.....	14,860	69,818	165,199	17,035	120	...
Maitland	34,480	.....	13,221	.....	2,762	2,413	20	.....	250	.....	19,900	...
Merriwa	12,867	710	10,169	.....	2,735	.....	.....	.....	2,870	.....	2,027	...
Mudgee	50,606	8,542	11,830	13,455	1,833	1,150	400	.....	1,120	.....	100	...
Narrabri	25,870	8,470	7,739	4,450	81	.....	1,500	2,100	5,271	2,110	60	...
Port Macquarie	2,347	30	3,075	80	325	10	268	.....	1,902	51	5	...
Tamworth	5,813	11,530	2,597	2,335	30	.....	2,220	3,683	3,410	1,170	200	...
Wagga Wagga	30,115	6,165	10,165	4,140	965	180	7,925	22,717	68,122	110,780	90	40
Warialda	12,550	12,400	4,750	17,000	.....	.....	31,080	26,250	33,300	14,700	17,000	...
Wentworth	4,430	.....	130	3,310	.....	.....	7,040	10,160	17,100	4,240	.....	...
Windsor .....	.....	.....	.....	.....	5,085	13	.....	.....	.....	.....	.....	...
Young	30,301	7,570	12,300	6,530	600	620	2,202	2,000	7,243	400	150	...
Total	569,247	108,447	203,326	115,704	22,269	10,265	170,053	279,115	671,629	192,221	41,351	1,040

On Purchased Lands.

	£
Buildings	569,247
Water-saving	108,447
Fencing	203,326
Washpools, &c.	115,704
Ringbarking	22,269
Grass-seed Sowing	10,265
£ 1,029,258	

On Crown Lands.

	£
Buildings	170,053
Water-saving	279,115
Fencing	671,629
Washpools, &c.	192,221
Ringbarking	41,351
Grass-seed Sowing	1,040
£ 1,355,409	

3.—DROVING TRACKS AND RESERVES FOR TRAVELLING STOCK.

Several new tracks and reserves have been recommended by the inspectors at the instance of stockowners in their districts, a list of which will be submitted with this report for the consideration of the Minister for Lands; and as I am aware that the necessary steps are intended to be taken by the Survey Department for opening new driving-roads and proclaiming reserves where required for the stock-traffic, and closing those that are not required, so soon as the Road Bill now before Parliament becomes law,—it is not necessary for me to say anything in support of these applications.

4.—NATIVE DOGS.

From the Inspectors' reports it would seem that native dogs are, in most districts where the runs are principally stocked with sheep, gradually becoming extinct, but that they are still comparatively numerous in the country occupied by cattle. This of course arises from the cattle-owners (although it would be to their interest also to poison) failing to destroy the dogs as the sheep-owners do; and the sheep-owners will continue to be put to an annual expense in poisoning, besides suffering considerable loss, unless some steps are taken to extirpate the dogs completely. This might be very cheaply and effectively done were a measure passed compelling all occupants of land and runs in the district, whether owning sheep or cattle, to destroy the dogs at their joint expense within twelve months from the passing of the Act, and making the Sheep Directors for the district a Board for the purpose of levying an assessment on these occupants,—sufficient to defray the expense of extirpating the dogs,—to enter into contracts for that purpose, and generally to carry out the provisions of the Act.

If such a measure as this were passed, and the poisoning, as it might be by a little arrangement, carried out simultaneously from one end of the Colony to another, it is believed that the dingo would be extirpated for a much less sum than it now annually costs owners for the very imperfect protection they can now secure to their flocks through poisoning, as they now do by fits and starts and without concert. There would no doubt be a few dogs left for a time in some of the districts, and a good many in the scrubby and mountainous country, after the simultaneous poisoning, but these could be specially cared for and soon destroyed; and anyone can see the immense advantage the thorough extirpation of the dog would confer even on those who continued to shepherd their sheep and did not intend to turn them out, while it would save those who intend to do so thousands of pounds.

5.—TAME DOGS.

These are by far too numerous in all parts of the Colony, and are a great annoyance in many ways besides, frequently destroying the paddocked sheep. Many of the Inspectors report losses in this way; and if the measure which has been suggested above with respect to the destruction of the dingo were to be brought before Parliament, a clause might be inserted compelling all owners of dogs to register them with the police, and pay a small registration fee.

6.—THISTLES, BURRS, AND WEEDS.

A majority of the Inspectors report that these pests—principally the thistle—are spreading in their districts; and many of them state that the occupants of both purchased land and runs are in favour of legislation on the footing that the landlord, whether the Crown or a private individual, should pay half and the tenant half. This seems only fair, as the improvement is decidedly a permanent one, and the tenure of some of the occupants very insecure.

However this may be settled, one thing is certain, that something *must* be done without delay. Action has already been too long delayed, and if steps be not soon taken the whole of our fine alluvial flats and the best of our pasture lands where the soil is deep and rich will be covered with these noxious weeds. Some sorts of thistles are no doubt eaten by the stock, but generally speaking, the ground would be far more profitably occupied with grass; and where the edible thistle once gets a footing, others of a useless nature, and other noxious and exhaustive weeds follow, and gradually render the land comparatively worthless. It is clear, therefore, that the Colony would suffer a serious loss were the thistles and weeds allowed to over-run our best pasture lands, to say nothing of the continual trouble and expense they would put the farmer to, and an effort should be made as soon as possible to eradicate them. There is a Thistle Bill now before Parliament, and its provisions could be so widened and altered as to suit the whole Colony.

7.—CARRIAGE OF STOCK BY RAIL.

Cattle.

I regret that the recommendations made in my last annual report, with respect to loading cattle at the end of the truck and connecting the one truck with the other, have not been carried out, as I understand that the cattle traffic, which then bid fair to grow into a very important item of revenue to the railway, as well as to prove a great saving and convenience to stockowners, seems doomed to fall away altogether through the difficulty in loading the cattle at the side of the trucks without bruising them.

Sheep.

For the sheep also I would suggest that the trucks should be constructed open at the ends, for although the all but insurmountable difficulty which is now experienced in loading our comparatively wild cattle at the side of the trucks does not exist in the case of sheep, there would be fully as much saving in time and expense in loading sheep when the trucks are open at the end, as cattle.

In the present way they are not loaded even truck by truck, but with every lot sufficient to fill half a truck a fresh start has to be made, and every one accustomed to the handling of sheep knows that it is, to get this start that the principal portion of the time occupied in loading is wasted.

By the open end plan again, and having the yards at which sheep are loaded and unloaded on two different levels, to suit the two floors of the truck, all this is avoided, as they have only to be started, and with two or three pets to lead them they will of themselves run on to the trucks without the least trouble. When the proper number of sheep is on they can be penned off into the different compartments, and the doors closed and fastened. Sheep, both in loading and unloading, are much more manageable than cattle, and a flock of 1,000 or 1,200 could be loaded in less than an hour, with only three or four hands.

To make the sheep trucks perfect, however, they should be constructed so as that the upper floor could be cut in two along its whole length, and the two halves again subdivided into three or four pieces, so that they could be fastened up while the lower floor of the truck was being filled, and let down to receive those for the upper. These pieces could be fastened to the side of the truck with linges, and when down would be supported by strong iron brackets, which could be swung out when the floor required to be let down, and turned back, along the side of the truck, when the pieces of the upper floor of the truck are fastened up. It will be seen at once that the making of the upper floor of the truck movable in this way will add very much to the facility of loading and unloading, as it will allow the men handling the sheep to stand upright at their work (which they cannot do in the common sheep truck), and the sheep will run on and off much better, with the additional clear space over their heads. But these are not all the advantages of having the upper floor of the trucks movable in this way; for they can not only be loaded with goods on the return journey from town, but they can be used either for sheep or cattle, as the occasion requires.

Then to make the arrangements complete, at the stations where there was much sheep traffic there should be say one large receiving yard, and two forcing yards, with loading pens on different levels abutting on to the well into which the trucks run for the reception and discharge of the sheep. On proceeding to load up the sheep, they would be divided into two lots in the receiving yard, and one-half put into the forcing yard with the "low level loading pen," and the other into that with the "high." On this being done the upper floors would be fastened up to the sides of the trucks, the connection made from truck to truck; and the leading sheep having been placed at the mouth of the low level loading pen, the sheep in the forcing yard would be driven up to the pen and started for the trucks, which they would, if properly managed, take without the least trouble in a continuous stream.

When all the sheep are on the trucks the proper number could be easily apportioned to each, according as there was room for them, and the lower doors fastened. The brackets to support the upper floor would then be swung out, and the different portions of it let down,—the connection made from truck to truck, and a portable gangway, which two men could easily lift, placed so as to connect the high level loading pen with the upper floor of the trucks. The sheep in the forcing yard containing that pen, would then be started with the leaders, and the upper floor of the trucks filled, and fastened up in the same way as the lower was loaded.

In unloading again, it would be necessary to have pens on the two levels to receive the sheep from the lower and upper floors; but pens constructed as described would of course answer this purpose. All that would then be required would be to run the train up to the end of the loading pens, make the connection between the high level pens and the upper floors of the trucks, with the portable gangway, and between that floor and the different trucks, open the doors and allow the sheep to draw out quietly into the forcing yard, from one end of the train to the other. On the upper floor being cleared it would be fastened up, the connections made from truck to truck on the lower level, and the unloading would then proceed as proposed with respect to the upper floor of the trucks. In this way three or four hands would unload 1,000 or 1,200 sheep easily in half an hour or less, without knocking them about in the least.

ALEX. BRUCE.

1870-71.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CATTLE SLAUGHTERING ACT AMENDMENT BILL.

(PETITION—JAMES VICKERY, VICE-PRESIDENT OF THE NEW SOUTH WALES CHAMBER OF MANUFACTURES.)

Ordered by the Legislative Assembly to be Printed, 31 January, 1871.

To the Honorable the Members of the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of James Vickery, Vice-President of the New South Wales Chamber of Manufactures, and Chairman of the Committee of the said Chamber, signing for and on behalf of said Committee,—

SHOWETH:—

That your Petitioners have been grieved to find that your Honorable House has restored to its Business Paper the Order of the Day for the second reading of the Bill to amend the Cattle Slaughtering Act of 1850, after the second reading had been negatived by a large majority.

That your Petitioners object to the said Bill, because it would impede, if not altogether prevent the spread of manufactures in the Colony, when it should be the duty of the Legislature to encourage it.

That your Petitioners would respectfully point out that, if the Suburban Municipalities chose to combine in order to drive manufactories beyond their boundaries, manufactures of every kind would be put a stop to, not only in the metropolis, but also in its environs, thus depriving the population there accumulated of the employment necessary to maintain them, and to a large extent injuring the trading and shop-keeping interests in those localities.

That your Petitioners consider the Bill to be objectionable, because by its provisions the persons most interested in manufactures, namely, artisans, mechanics, and labourers, dependent upon them for their daily bread, would to a large extent be shut out from voting on the question of removal, from being either lodgers or residents of other districts, being in only very few instances ratepayers.

That your Petitioners would point out that Petitions of the kind contemplated by the Bill may be very easily got up by designing persons through the exercise of individual influence: one side of the question only would be shown to the person who was asked to sign, whilst in a public meeting the question for or against can be fairly discussed.

That your Petitioners would also urge that, by the adoption of the cumulative vote of the Municipalities Act undue influence is given to a certain class of ratepayers, and that such a Bill is altogether unnecessary, since parties annoyed by a nuisance have their remedy at common law. Your Petitioners, for the reasons above shown, would therefore pray your Honorable House not to pass the said Bill, but again to reject the second reading.

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

JAMES VICKERY,
Vice President.

(For and on behalf of the Committee of the N. S. Wales
Chamber of Manufactures.)

1870-71.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

WORMS IN SHEEP.

(REPORT FROM CHIEF INSPECTOR OF SHEEP, REFERRING TO.)

Ordered by the Legislative Assembly to be Printed, 5 April, 1871.

REPORT by the Chief Inspector of Sheep to the Minister for Lands, 2nd April, 1871.

As I have already reported, a small white worm, about the thickness of a No. 14 cotton thread, and from half an inch to an inch in length, has been prevalent on many runs on the upland portions of the Colony, and caused very heavy losses, especially among the young sheep and lambs. These worms principally infest the second stomach, but they are also found in the others, and sometimes in the bowels. The chief outward symptom of their presence is an unaccountable pining of the sheep on good feed. To detect them it is necessary to kill and examine the sheep at once, as the worm, in those cases where it is fatal, dies with the sheep, and cannot after death be readily detected.

I am now, however, glad to be able to report that, under a systematic course of sulphate of iron and salt treatment, the deaths have—aided no doubt by the late fine weather—very much diminished. As was to be expected, from the very low state in which some of the sheep were when it began to be tried, this treatment failed, in many instances, to bring them round; but of its efficacy there cannot be a doubt, for the following reasons:—

- 1st. There are several instances in the upland country where sheep which have had regular supplies of sulphate of iron and salt have not been at all affected by these worms; while on neighbouring runs of the same description, where no salt and iron were given, the sheep have died from them in considerable numbers.
- 2nd. Where the sheep were badly affected, and strong doses of the iron regularly administered, the deaths have come down to one-tenth of what they were previous to that treatment.
- 3rd. Where sheep, apparently badly affected, to which this medicine has been given, have been killed, few or no worms were found on examination of the stomach. This medicine not only destroys the worm but possesses also tonic and strengthening properties, which are very much wanted in the low and impoverished state of the sheep,—brought about by foot-rot and the unnutritious state of the grass, through the almost constant rain we have had for the last twelve months.

Under these circumstances it is evident that the best course for those owners in whose flocks the worm has appeared, or is likely to appear (and it is so wherever the sheep are at all liable to fluke or bottle), to commence at once and give their sheep regular doses of sulphate of iron and Liverpool salt. The usual doses range from 1 part of iron and 10 of salt to 1 of iron and 20 of salt; but these are not strong enough to destroy the worms so rapidly as is necessary, and doses of 1 part of iron and 3 of salt have been administered. These, however, seem too strong, and if doses of 1 part of iron to 5 of salt were begun with, it is believed that they are as strong as could be given with safety.

The next dose might be 1 part of iron and 7 of salt, and the next and subsequent doses 1 of iron and 10 of salt. The first five or six doses should be given at intervals of three days, and afterwards at longer. The quantity again to be given to each sheep would vary according to the age, from a tea to a dessert spoonful, administered from the spoon. This mode is necessary, as young sheep and lambs will not generally eat the mixture, at first at least, from the troughs.

If it could be got, a more effectual vermifuge than the sulphate of iron (to be administered along with it) is wanted, and several other medicines have been tried, but not sufficiently long to know the result.

Although it is scarcely necessary, I would beg to call the attention of sheepowners to the fact that this is especially a case in which "prevention is better than cure"; and I would advise those whose runs are at all subject to fluke or bottle to give their sheep iron and salt so long as the present unnutritious condition of the grass exists.

A.B.

1870.

NEW SOUTH WALES.

MUNICIPALITIES.

(BOROUGH OF WAVERLEY—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict., No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 22nd June, 1870.

BOROUGH OF WAVERLEY.

THE following By-laws, made by the Council of the Borough of Waverley, for generally maintaining the good rule and government of the Municipality, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the Municipalities Act of 1867.

ROBERT OWEN.

BOROUGH OF WAVERLEY.

BY-LAWS.

(No. 2.)

WHEREAS the Council of the Borough of Waverley deem it expedient that provision should be made for generally maintaining the good rule and government of the Municipality,—It is hereby ordered by the said Municipal Council, by virtue of the powers of the Municipalities Act of 1867, and subject to the provisions therein contained, that the following By-laws shall be enforced within the Borough.

1. All public roads, streets, or lanes within the Borough of Waverley exceeding twenty feet in width which have been or hereafter may be duly proclaimed or marked out (save and except such as may be vested in any special Road Trust), and all public roads, streets, or lanes of like width in actual public use as such within the Borough, shall be from henceforth under the charge and care of the Municipal Council.

2. The Surveyor or Acting Surveyor of the Borough, duly appointed by the Council thereof, shall be a proper officer for marking out, when necessary, any roads, streets, or lanes in actual public use as such within the Municipality. In marking out such roads, streets, or lanes, recourse shall be had by the Surveyor when practicable to the plans under which lands with frontage to the road, street, or lane in question shall have been sold. He shall also be the proper officer for marking out, when deemed necessary by the Council, the carriage and foot ways in such roads, streets, lanes, or other public places. But it shall be sufficient for him for this purpose to place posts at the corners or intersections of the streets or wherever the same may be necessary or desirable, so as to give a width of forty-two feet for the carriageway and twelve feet for the footway on each side when the street shall be sixty-six feet wide, and in proportion any public roads, streets, lanes, or public places of other width than sixty-six feet.

3. Whenever any road, street, or lane has been marked out in manner herein provided, no house, shop, fence, or other structure shall be erected or allowed to project or encroach on any part thereof.

4. When any footways shall have been marked out in manner hereinbefore directed, the Surveyor may cause the same to be levelled and made as nearly as practicable of equal height and

breadth and with an equal slope and inclination, and for this purpose may remove any flagging, steps, or other matter or thing that may injure or obstruct the said footway or render it unequal or inconvenient, and which now is or may hereafter be erected or placed on the space marked out for any of the said footways.

5. The Surveyor may at any time, on the order of the Council and upon due notice, direct the removal of any building, fence, or other obstruction or encroachment in and upon any road, street, or lane under the charge of the Council. Notice shall in this case be served either personally or at the usual or last-known place of abode of the person to whom such obstructive or encroaching structure belongs, or who has erected the same or caused it to be erected.

6. In any case where, after service of notice for the removal of any obstruction or encroachment as aforesaid, the person causing the same shall not remove it within a reasonable time, it shall be lawful for the Council to direct the removal of the same, under the superintendence of its own proper officer, and at the cost of the person thus offending, provided that the expenses thereby incurred shall in no case exceed the sum of ten pounds.

7. In every case where the obstruction or encroachment cannot be removed unless at a greater cost than ten pounds, it shall be open to the Council either to direct such removal and to pay all cost thereof above ten pounds from municipal funds, or to proceed by action of trespass against the person causing such obstruction or encroachment.

8. The foregoing provisions shall be equally applicable to all obstructions by digging or excavation, and shall only take effect from and after the passing of these By-laws.

9. If any person or persons shall drive or cause to be driven any cart or other carriage with any night-soil or ammoniacal liquor therein, through or in any of the streets, roads, or public places within this Municipality, between the hours of six o'clock in the morning and ten o'clock at night, or shall fill any cart or other carriage so as to turn over or cast any night-soil, ammoniacal liquor, slop, mire, or channel dirt or filth, in or upon or near to any of the said streets or other public places, it shall and may be lawful for any person whomsoever to seize and apprehend, and to assist in seizing and apprehending the

offender, and to convey him before any Justice of the Peace. And in order to prevent nuisances, it shall not be lawful for any person to deposit night-soil, ammoniacal liquor, or other offensive matter, nearer to any street, road, or dwelling-house, than shall be directed by the said Council; and all night-soil or other offensive matter shall be removed within the hours before prescribed, in properly covered and water-tight carts or other vehicle; and no vehicle used for this purpose shall be allowed to stand on any premises nearer to any road, street, or dwelling-house than shall be directed by the said Municipal Council; and every person so offending shall for every such offence forfeit and pay any sum not exceeding five pounds; and in case the person so offending cannot be apprehended, then the owner of such cart or carriage in which such night-soil or ammoniacal liquor, slop, filth, mire, or channel dirt, shall be put or placed, and also the employer of the person so offending, shall be liable to and forfeit and pay such penalty as aforesaid.

10. Any person who shall be desirous of blasting any rock within the distance of one hundred feet of any street, road, or other public place, shall give notice in writing twenty-four hours previously to the Surveyor or Acting Surveyor of this Council, who shall appoint in writing a time when the same may take place, and give such other directions as he may deem necessary for the public safety; and if any person shall blast or cause to be blasted any rock within the limits aforesaid without giving such notice, or shall not conform to the directions given to him by the said Surveyor, he or she shall forfeit and pay for every such offence any sum not less than one pound nor more than ten pounds, and the proof of such authority as aforesaid shall be on the party proceeded against for a breach of this enactment.

11. Any person who shall cast any filth or rubbish into any public water-course, fountain, well, sewer, or canal, or shall obstruct or divert from its channel any such sewer, canal, or watercourse, shall forfeit a sum not exceeding five pounds, and shall pay the costs of removing such filth or obstruction or of restoring such watercourse, sewer, or canal to its proper channel.

12. If any person shall haul or draw, or cause to be hauled or drawn, upon any part of the streets, roads, or public places, any timber, stone, or other thing, otherwise than upon wheeled carriages, or shall suffer any timber, stone, or other thing which shall be carried principally or in part upon wheeled carriages to drag or trail upon any part of such street or public place to the injury thereof, or to hang over any part of such carriage so as to occupy or obstruct the road or street beyond the breadth of the said carriage, every such person so offending shall forfeit and pay for every such offence a sum not exceeding forty shillings over and above the damages occasioned thereby.

13. It shall not be lawful for any person, without leave from the Municipal Council, to make any cellar, or any opening, door, or window, in or beneath the surface of the footway of any road, street, or public place; and if any person shall offend in the premises, he shall forfeit and pay any sum not exceeding five pounds over and above the expense of remedying or removing any such cellar, opening, door, or window, such expense to be assessed and allowed by the convicting Justices.

14. Every person who shall have a well situated between his dwelling-house or the appurtenances thereof and any road, street, or footway within the limits of the said Borough or at the side thereof, or in any yard or place open or exposed to such road, street, or footway, shall cause such well to be securely and permanently covered over; and if any person having such well as aforesaid shall fail to cover and secure the same within the time and in the manner hereby required and directed, such person shall forfeit and pay the sum of two shillings and sixpence for every day that such well shall remain open or uncovered contrary to the provisions hereof: Provided that, with respect to wells open at the time when this By-law shall come into operation, such penalty shall not be recoverable if the same be properly covered within three months thereafter.

15. If any person shall dig or make, or cause to be dug or made, any hole, or leave or cause to be left any hole, in or adjoining to any street, road, or public place, for the purpose of making any vault or vaults, or the foundation or foundations to any house or other building, or for any other purpose whatsoever, and shall not forthwith enclose the same in a good and sufficient manner, or shall keep up or cause to be kept up and continued any such enclosure for any time which shall be longer than shall be reasonably required, or shall not, when thereunto required by the said Council or its proper officer, well and sufficiently fence or enclose any such hole within twenty-four hours after he shall be required to do so by the said Council or officer, and in the manner and with such materials as they or he shall direct, and to their or his satisfaction, and shall not place a light upon the said enclosure, and keep the same constantly burning from sunset to sunrise during the continuance of such enclosure,—then, and in every such case, the person so offending shall forfeit and pay for every such offence, and for every such refusal or neglect, any sum not exceeding five pounds.

16. For preserving the cleanliness of the said Borough and the health of the inhabitants thereof, it shall be lawful for the said Council, and for any officer authorized and deputed by any writing under the hand of the Mayor of the said Borough, from time to time, and when and as often as he or either of them shall see occasion, to visit and inspect any premises within the said Borough.

17. Any person keeping any swine within thirty feet of any public road, street, or place, or dwelling-house, or any person allowing any horse, bull, cow, heifer, goat, ass, mule, or pig, belonging to him or her, or under his or her charge, to stray or go about, or to be tethered, in any road, street, or public place within the Borough of Waverley,—and any person who shall so offend shall, on conviction, forfeit and pay for every such offence a sum not exceeding forty shillings nor less than one shilling for every such horse, bull, cow, heifer, goat, pig, ass, or mule.

18. Any person who shall form, dig, or open any drain, or remove or cause to be removed any turf, clay, sand, soil, gravel, stone, or other material from any part of the carriage or foot ways within the Borough of Waverley, or otherwise damage the said carriage, foot ways or water-channels thereof, shall, on conviction, forfeit and pay for every such offence any sum not exceeding ten pounds nor less than one pound.

19. Any owner or occupier of any house or place within the Borough of Waverley who shall neglect to keep clean all private avenues, passages, yards, and ways within the said premises within the said Borough, so as by such neglect to cause a nuisance by offensive smell or otherwise, shall, on conviction, pay any sum not exceeding five pounds.

20. Any person or persons who shall, in any road, street, or public place within the Borough of Waverley, throw, cast, or lay, or shall cause, permit, or suffer to be thrown, cast, or laid, or to remain, any ashes, rubbish, offal, dung, soil, dead animal, blood, or other filth or annoyance, or any matter or thing, in or upon the carriage or foot ways of any such road, street, or other public place within such Borough,—every person so offending, upon conviction, shall forfeit and pay a sum not exceeding forty shillings nor less than five shillings.

21. Any person who shall ride or drive through any road, street, or public place within the Borough of Waverley, negligently, carelessly, or furiously, or so as to endanger the life or limb of any person, or to the common danger of the passengers, shall, on conviction, pay a sum not exceeding ten pounds nor less than one pound.

22. It shall not be lawful for any person to bathe in any part of Bondi Bay, Nelson Bay, or Little Nelson Bay, after 9 o'clock in the morning or before 6 o'clock in the evening; and any person who shall offend against this By-law shall on conviction before any two or more Justices of the Peace pay a sum not exceeding two pounds nor less than five shillings for every such offence; and it shall be lawful for any police constable on view to arrest any person or persons, and to convey him, her, or them before any two or more Justices of the Peace to be dealt with according to this By-law.

23. No conviction, order, warrant, or other matter made or purporting to be made by virtue of these By-laws shall be quashed for want of form, or removed by certiorari or otherwise into the Supreme Court; and no warrant of commitment shall be held void by reason of any defect therein, provided that it be therein alleged that the party has been convicted, and there be a good and valid conviction to sustain the same; and where any distress shall be made for levying any money under any conviction or order made by virtue of these By-laws, the distress itself shall not be deemed unlawful, nor the party making the same be deemed a trespasser on account of any defect or want of form in the summons, conviction, warrant of distress, or other proceedings relating thereto; nor shall the party distraining be deemed a trespasser *ab initio* on account of any irregularity afterwards committed by him, but the person aggrieved by such irregularity may recover full satisfaction for the special damage, if any, in action upon the case.

24. Unless where hereinbefore otherwise directed, all complaints of offences against these By-laws shall be heard and determined in a summary manner by two or more Justices of the Peace; and upon every such complaint so to be heard and determined as aforesaid, an informer shall be considered and is hereby declared to be a competent witness; and no person or persons shall be convicted of any offence or offences contrary to the provisions of these By-laws, in a summary way, before any Justices of the Peace, after the expiration of three months from the time when such offence or offences shall have been committed. All fines and penalties recovered shall be paid over to the Treasurer for the use of this Borough.

This By-law was passed by the Municipal Council of the Borough of Waverley, this fifth day of April, in the year of our Lord one thousand eight hundred and seventy.

ROBERT YEEND,
Mayor.

W. MORTIMER, Council Clerk.

1870.

NEW SOUTH WALES.

MUNICIPALITIES.

(BOROUGH OF NEWCASTLE—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict., No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 29th July, 1870.

BOROUGH OF NEWCASTLE.

THE following By-laws, made by the Municipal Council of Newcastle, for regulating and licensing public carriers and vehicles plying for hire within the Municipality, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the Municipalities Act of 1867.

CHARLES COWPER.

BY-LAWS for regulating and licensing Public Carriers and Vehicles plying for hire within the Municipality of Newcastle.

1. All By-laws heretofore in force for regulating and licensing public carriers within the Municipality shall be and the same are hereby repealed, and the following substituted instead thereof:—

2. The word "vehicle" in these By-laws shall include and apply to every omnibus, omnibus car, hackney carriage, or cab; and an omnibus shall mean a vehicle upon four wheels drawn by two or more horses; and an omnibus car shall mean a vehicle upon four wheels drawn by one horse; and a hackney carriage shall mean a vehicle upon four wheels drawn by two or more horses; and a cab shall mean a vehicle upon two wheels drawn by one horse,—plying for hire within the Municipality of Newcastle.

3. The word "cart" in these By-laws shall include and apply to every wain, waggon, cart, dray, or carriage plying for hire drawn by one or more horses or other animals.

4. Such person as may from time to time be in that behalf appointed by the Council shall be the Inspector of all vehicles and carts licensed or to be licensed under these By-laws.

5. It shall be the special duty of such Inspector at all times to see that, as far as possible, these By-laws are duly observed and enforced.

6. No owner or driver of any vehicle or cart, nor any other person, shall hinder or obstruct such Inspector in the execution of any of his duties.

7. No license shall be granted for or in respect of any vehicle or cart which in the opinion of such Inspector shall be unsafe, or in bad repair, or not suitable for the accommodation and conveyance of passengers, or unfit for the purpose for which it is proposed it shall be licensed.

8. Such Inspector shall, as often as he may deem necessary, inspect all licensed vehicles and carts, or any one or more of either of them, and also the harness and horse or horses or other animal or animals used in drawing the same; and if such vehicle or cart, harness, horse, or horses shall in his opinion be unfit for public use he shall report the same in writing to the

Mayor, who shall have power to suspend the license of such vehicle or cart until such vehicle or cart, harness, horse or horses, or other animal or animals used in drawing the same, shall be in a fit state for public use.

9. Every owner, driver, or conductor of any vehicle or cart, and every vehicle or cart, shall be deemed to be licensed under these By-laws, on the production by the Inspector of the License Register-book containing a copy of any such license; and it shall not be necessary to call upon the person prosecuted to produce the original license, to enable the prosecutor to give secondary evidence of its contents.

10. Every person or persons, and all and every vehicle or cart, shall be deemed to be unlicensed unless it appears on the production of the License Register-book by the Inspector that a license has been duly issued.

11. From and after the first day of April, one thousand eight hundred and seventy, no vehicle or cart shall ply for hire, nor shall any person act as driver or conductor of any such vehicle or cart, within the Municipality of Newcastle, until and unless duly licensed for such purpose.

12. The Mayor of the Municipality for the time being shall be and he is hereby authorized and empowered to issue all such licenses in the name and on the behalf of the Council of the Municipality.

13. Before any license for plying or using any such vehicle or cart, or for driving or conducting the said vehicle or cart, shall be granted, the proprietor or other person requiring such license shall obtain from the Town Clerk, free of charge, a requisition in the form of Schedule A hereto annexed, and shall fill up and sign the same and deliver it to the Town Clerk; and, in the case of drivers and conductors, shall obtain a certificate from two respectable ratepayers that the applicant is of good character and competent to act as such driver or conductor.

14. Licenses for proprietors of vehicles and carts, and for drivers and conductors thereof, shall be in the form of Schedule B hereto annexed, and shall be numbered and registered by the Town Clerk.

15. Every license granted by the Mayor shall bear the impression of the Seal of the Municipality, and shall be signed by the Mayor and countersigned by the Town Clerk, and shall

be in force until the thirty-first day of December next ensuing the date thereof; and no such license shall include more than one vehicle or cart.

16. For every proprietor's license, and for every renewal thereof, there shall be paid to the Council the sum of £2 annually, if the license be granted on or after the first day of January and on or before the thirty-first day of March in every year; and if after that date, then in the following proportions, namely:—If on or before the thirtieth day of June, the sum of thirty shillings; if on or before the thirtieth day of September, the sum of twenty shillings; and if after that date, the sum of ten shillings.

17. For every conductor's or driver's license, and for every renewal thereof, there shall be paid to the Council the sum of two shillings and sixpence.

18. The person in whose name a license shall have been obtained shall be deemed the proprietor of the vehicle or cart in respect of which the same shall have been taken out.

19. No proprietor shall be at liberty to part with or lend his license, nor to sell or dispose of his licensed vehicle or cart to any person, without the knowledge of the Mayor and the registry of the name of the purchaser in the books of the Town Clerk, and on the license granted for such vehicle or cart; and the purchaser of such vehicle or cart who shall allow the same to be used or to ply for hire without such knowledge and registry, shall be considered as plying such vehicle or cart for hire without a license, and liable under these By-laws accordingly.

20. Every proprietor of a licensed omnibus or omnibus car shall provide a driver and conductor for the same, and shall be held responsible for the good conduct of the driver and conductor employed by him, and shall also be liable for all the penalties which such driver or conductor may incur under these By-laws.

21. No driver or conductor of any licensed vehicle or cart shall lend or part with his license; nor shall the proprietor of any such vehicle or cart employ an unlicensed person as the driver or conductor thereof.

22. Every licensed vehicle plying or engaged after sunset shall be provided with a lamp on each side, and shall keep the same properly lighted until sunrise, if so long plying or engaged.

23. The conductor of every omnibus and omnibus car shall provide and keep a lamp properly lighted in such a position inside of every such vehicle as the Inspector may direct, whenever such vehicle shall be plying or engaged at any time between sunset and sunrise.

24. Every licensed cart plying, engaged, or employed after sunset shall keep a lamp properly lighted and attached to, or suspended from the off or right side of such cart, so as to be plainly visible to any person or persons passing along any street or public thoroughfare in a contrary direction.

25. Every lamp used on the outside of any vehicle or cart shall be such and so disposed as to appear white in the front and outer sides and red behind.

26. The number of the license granted for every such vehicle or cart, in figures not less than two inches in height and of proportionate breadth, white upon a ground of black, shall be painted on such part or parts of any such vehicle or cart, or on a plate affixed thereon, as the Inspector may direct, and also upon each lamp used by such vehicle or cart; and such numbers shall be kept legible and undefaced during all the time such vehicle or cart shall ply or be used or employed.

27. The north side of Hunter-street from its junction with Watt-street to the eastern end of the Police Office,—the eastern side of Bolton-street from its junction with Hunter-street to the southern end of the building now known as Petherbridge's Store,—and also the eastern side of Newcomen-street from its junction with Hunter-street to the northern end of the Water Reserve,—are hereby respectively appointed public stands for licensed vehicles.

28. The proprietor or driver of any licensed vehicle shall not permit the same to stand for hire except at an appointed stand.

29. The driver and conductor of every licensed vehicle shall be constantly in attendance upon the same when standing upon the appointed stand, or whilst plying or engaged for hire.

30. At every third vehicle on every stand there shall be left a space of at least six feet for passengers on foot to pass through.

31. No driver or conductor of any vehicle whilst standing at its proper stand, or on Sundays whilst in any part of the Municipality, shall endeavour to attract notice by shouting, ringing of bells, blowing of horns, or other noise, nor shall deceive any person in respect to the route or destination of such vehicle by word or sign.

32. The driver of every licensed vehicle shall place a muzzle upon the head of any vicious horse whilst on the stand, and

whilst feeding his horses shall use nosebags to contain the forage, and shall not remove his horses' blinkers during the time of feeding.

33. No driver of any vehicle or cart shall suffer the same to loiter in any street or alongside any other vehicle or cart, nor obstruct the driver or conductor of any other vehicle in taking up or setting down any person, or wilfully, wrongfully, or forcibly prevent or endeavour to prevent the driver or conductor of any other vehicle or cart from taking a fare.

34. No driver or conductor of any vehicle or cart shall, whilst driving, loading, or unloading, or attending any vehicle or cart, or whilst in any public stand, wilfully or negligently do, or cause or suffer to be done, any damage to the person or property of any one, or be guilty of any misconduct or misbehaviour, nor make use of any threatening, abusive, or insulting language, sign, or gesticulation.

35. No driver of any vehicle shall carry more passengers than his vehicle is licensed to carry on the report of the Inspector, nor shall the driver of any cab carry any passenger or other person on the driver's box or step behind the same, nor shall the driver or conductor of any omnibus or omnibus car permit or suffer any person except the conductor to be on the footsteps at the back of any such omnibus or omnibus car.

36. No driver or conductor shall carry or permit to be carried in his licensed vehicle, if objected to by any passenger, any person in a state of intoxication, or so violently or noisily conducting himself or herself, or otherwise so misbehaving, as would be likely to occasion annoyance to any other passenger.

37. No driver or conductor shall smoke any pipe or cigar whilst driving or conducting any licensed vehicle engaged on any fare; nor shall any passenger smoke inside or on any vehicle against the wish of any other passenger.

38. No proprietor or driver of any licensed vehicle or cart, having agreed to take any fare at any time or from any place, shall delay, neglect, or refuse to do so.

39. Any person having engaged any licensed vehicle or cart, and not paying the charge agreed upon when demanded, shall, on conviction, forfeit and pay the owner or driver of such vehicle or cart such charge, together with such further sum for damages, costs, and expenses for loss of time or otherwise, as the convicting Justices shall in their discretion think proper.

40. No licensed vehicle or cart shall be driven at a pace faster than that commonly known as "trotting"; and in the event of the conviction of any driver for a breach of this By-law his license shall be cancelled by the Mayor.

41. For every offence against any of the provisions of these By-laws, the offender shall be liable to, and shall pay on conviction, a penalty not exceeding twenty pounds.

SCHEDULE A.

A REQUISITION FOR LICENSE TO

To the Council of the Municipality of Newcastle.

I, _____, residing in _____ street, do hereby request that a license may be granted to me to _____ within the said Municipality.

Dated at Newcastle,
this _____ day of _____, 187 _____.

SCHEDULE B.

LICENSE.

This is to certify, that _____ is hereby licensed to _____ a certain _____, No. _____, within the Municipality of Newcastle, from the date hereof to the thirty-first day of December next, subject nevertheless to all and every of the By-laws, Rules, and Regulations in force relating thereto.

Given under the Common Seal of the Municipality of Newcastle, this _____ day of _____, 187 _____.

Town Clerk.

Mayor.

Made and passed by the Council of the Municipality of Newcastle, this seventh day of March, in the year of our Lord one thousand eight hundred and seventy.

WM. A. SPARKE,

JNO. BURROWES,
Town Clerk.

Mayor.

1870-71.

NEW SOUTH WALES.

MUNICIPALITIES.
(BOROUGH OF NEWCASTLE—BY-LAW.)

Presented to Parliament, pursuant to Act 31 Vict., No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 6th April, 1871.

BOROUGH OF NEWCASTLE.

THE following By-law, made by the Borough Council of Newcastle, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, is published in accordance with the requirements of the "Municipalities Act of 1867."

JOHN ROBERTSON.

At a Meeting of the Borough Council of Newcastle, held on the 13th March, 1871, the 63rd By-law for regulating the proceedings of the Council was repealed, and the following By-law substituted:—"The monthly meetings of the Council shall be held, as by law required, upon the first Monday in every month, at 7 o'clock P.M."

1870.

NEW SOUTH WALES.

MUNICIPALITIES.

(BOROUGH OF MUDGEES—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict., No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 9th August, 1870.

BOROUGH OF MUDGEES.

BY-LAWS.

THE following By-laws, made by the Council of the Borough of Mudgees, for regulating the proceedings of the Council and Committees, the duties of the Municipal officers and servants, and the preservation of order at Council meetings—for determining the times and modes of collecting and enforcing payment of rates—for preventing, &c., fires—regarding streets and public places, public health and decency—regarding noisome trades—regarding public exhibitions—and for leasing, &c., the Borough Water-works,—having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the Municipalities Act of 1867.

CHARLES COWPER.

BY-LAWS for regulating the Proceedings of the Council of the Borough of Mudgees, under and in pursuance of the powers contained in the Act of Council 31 Vict. No. 12, and known as the Municipalities Act of 1867.

PART I.

PROCEEDINGS of the Council and Committees—preservation of order at Council meetings—duties of officers and servants, &c.

*Meetings of the Council.**Ordinary Meetings.*

THE Council shall meet for the dispatch of business at the Town Hall, at the hour of seven o'clock p.m. in the winter months and eight o'clock p.m. in the summer months, every alternate Thursday, unless such day shall happen to be a public holiday. In the latter case the meeting shall be held on such other day as the Mayor may appoint.

Election of Chairman in absence of Mayor. Adjournment for want of a quorum.

2. If at any meeting of the Council the Mayor be absent at the expiration of fifteen minutes after the time appointed for holding such meeting, the Aldermen then present shall proceed to elect from amongst themselves a Chairman for such meeting. Whenever there shall be an adjournment of any such meeting for want of a quorum, the names of the members present shall be taken down and shall be recorded in the Minute Book.

*Order of Business.**Business of Ordinary Meetings.*

3. The following shall be the order of business at all meetings of the Council other than special meetings:—

1. The minutes of the last preceding meeting to be read, corrected if erroneous, and verified by the signature of the Mayor or other Chairman. No discussion to be permitted on such minutes, except as to whether they are correct.

2. Petitions (if any) to be presented and dealt with.
3. Correspondence to be read, and, if necessary, ordered upon.
4. Reports from Committees, and minutes from the Mayor (if any), to be presented and ordered upon.
5. Questions as to any matters under the jurisdiction or within the official cognizance of the Council, to be put and replied to; and statements as to any facts, matters, or circumstances requiring attention by the Council or any of its Committees or officers, to be made.
6. Motions of which notice has been given to be dealt with in the order in which they stand on the business paper.
7. Orders of the day to be disposed of as they stand on the business paper.

Business may be dealt with out of regular order.

Provided that it shall be competent to the Council at any time by resolution without notice, to entertain any particular motion or to deal with any particular matter of business, out of its regular order on the business paper, without any formal suspension of this section; also, and in like manner, to direct that any particular motion or matter of business shall have precedence at a future meeting.

Business at special meetings.

4. At special meetings of the Council the business, after the minutes shall have been read and verified, which shall be done in the same manner as at an ordinary meeting, shall be taken in such order as the Mayor, or the Aldermen at whose instance such special meeting shall have been called, may have directed.

Business paper for ordinary meeting—how prepared.

5. The business paper for every meeting of the Council, other than a special meeting, shall be made up by the Town Clerk,

not less than two nor more than four days before the day appointed for such meeting. He shall enter on such business paper a copy or the substance of every notice of motion, and of every requisition or order as to business proposed to be transacted at such meeting, which he shall have received, or shall have been required or directed so to enter, in due course of law, and as hereinafter provided. Every such entry shall be made (subject to the provisions of section 3 of this "Part" of these by-laws) in the same order as such notice, requisition, or direction shall have been received.

Business paper for special meeting.

6. The business paper for each special meeting shall contain only such matters as shall have been specially ordered to be entered thereon by the Mayor or Aldermen calling such meeting.

Summons to members.

7. The summons to members of the Council for every meeting thereof shall be prepared from the business paper for such meeting, and shall embody the substance of such business paper.

How business paper is to be disposed of.

8. The business paper for each meeting of the Council shall, at such meeting, be laid before the Mayor or Chairman, who shall make a note upon such business paper of the mode in which each matter entered thereon has been dealt with; and such business paper so noted shall be a record of the Council.

Notices of motion, &c., to be numbered as received.

9. All notices of motion, and all requisitions from Aldermen, and directions from the Mayor as to the entry of any particular matters of business for the consideration of the Council at its then next or any future meeting, shall be numbered by the Council Clerk as they are received; and each such notice, requisition, and direction shall be preserved by such clerk until after the matter to which it relates shall have been disposed of, and the record in the Minute Book of the manner in which such matter has been so disposed of shall have been duly verified as required by section 3 of this "Part" of these by-laws: Provided, however, that the person giving or forwarding any such notice of motion, requisition, or direction to the Council Clerk shall be at liberty to withdraw the same at any time before the making up of the business paper.

After business paper made up, all notices, &c., to be the property of the Council.

10. After the business paper shall have been made up as aforesaid, all the said notices of motion, requisitions, and directions, as to which entries have been made thereon, shall be the property of the Council, and shall not be withdrawn, altered, or amended.

Motions and Amendments.

Motions how to be moved.

11. Except by leave of the Council motions shall be moved in the order in which they stand on the business paper, and if not so moved or postponed shall be struck from such business paper and be considered to have lapsed.

Absence of proposed mover.

12. No motion of which notice shall have been entered on the business paper shall, except as hereinafter provided, be proceeded with in the absence of the Alderman by whom such notice shall have been given; unless by some Alderman producing a written authority for that purpose from such first-named Alderman.

Motion to be seconded.

13. No motion in Council shall be discussed unless and until it be seconded.

Amendment may be moved.

14. When any motion in Council shall have been made and seconded, any Alderman shall be at liberty to move an amendment thereon, but no such amendment shall be discussed unless and until it be seconded.

Motions and amendments to be in writing.

15. No motion or amendment shall be discussed until it shall have been reduced into writing.

Only one amendment at a time.

16. No second or subsequent amendment shall be taken into consideration until the previous amendment or amendments shall have been disposed of.

Amended question—further amendment may be moved thereon.

17. If an amendment be carried, the question as amended thereby shall become itself the question before the Council; whereupon any further amendment upon such question may be moved.

How subsequent amendments may be moved.

18. If any amendment, either upon an original question or upon any question amended as aforesaid, shall be negatived, then a further amendment may be moved to the question to

which such first-mentioned amendment was moved, and so on; provided that not more than one question and one proposed amendment thereof shall be before the Council at any one time. And no motion or any amendment arising therefrom after being proposed and seconded shall be withdrawn without the consent of the Council.

Requisitions from Aldermen, how to be dealt with.

19. Every requisition by an Alderman, that any particular matter of business be brought before the Council, shall be regarded and treated as a notice of motion by such Alderman that such business be taken into consideration by the Council. And he shall be called upon in due order to move that such business be so considered, or to make any other motion which he may think fit in reference thereto which shall be consistent with the notice of such business and with good order. And if such Alderman be absent, or, if being present and so called upon he shall make no such motion, then it shall be open to any other Alderman to make such motion. And when any such motion shall have been made it shall be dealt with in precisely the same manner as if notice thereof had been given, subject, however, to any objection which may exist as to its not being in accordance with the notice actually given of such business or with good order. And if no motion shall be made in reference to such business, the entry relating thereto shall be struck from the business paper.

Orders of the Day.

Of what Orders of the Day shall consist.

20. The orders of the day shall consist of any matters, other than motions on notice, which the Council shall at a previous meeting thereof have directed to be taken into consideration, or which the Mayor or any Committee of the Council shall have directed to be entered on the business paper for consideration.

How they are to be dealt with.

21. Section 20 of this "Part" of these by-laws shall be considered applicable to orders of the day. And the Alderman who has the usual charge of, or who has previously moved in reference to, the particular business to which any such order of the day relates, shall be the person called upon to move: Provided that as to any order of the day entered as aforesaid by direction of the Mayor, such Mayor may arrange with any Alderman to move, and may in such case call upon the Alderman with whom he has so arranged.

Petitions.

Petitions to be respectfully worded.

22. It shall be incumbent on every Alderman presenting a petition to acquaint himself with the contents thereof, and to ascertain that it does not contain language disrespectful to the Council. The nature and prayer of every such petition shall be stated to the Council by the Alderman presenting the same.

Petitions—how received.

23. All petitions shall be received only as the petitions of the parties signing the same.

How petitions are to be dealt with.

24. No motion shall, unless as hereinafter provided, be permissible on the presentation of a petition, except that the same be received, or that it be received and referred to one of the permanent Committees hereinafter mentioned, or that it be received and that its consideration stand an order of the day for some future meeting: Provided, however, that if any Alderman shall have given due notice of a motion in reference to any petition, and such petition shall have been presented before such Alderman shall have been called upon to move such motion, the said motion shall, if otherwise unobjectionable, be considered in order.

Correspondence.

Duties of Mayor as to correspondence.

25. The Mayor shall have the same duty in reference to letters addressed to the Council, before directing the same to be read, as by section 23 of this "Part" of these by-laws is imposed upon Aldermen presenting petitions. The Mayor shall direct as to the order in which all correspondence shall be read, and no letter addressed to the Council shall be presented or read by any Alderman. If the Mayor be absent, and shall not have examined any such letters addressed to the Council, or have given any such directions as aforesaid, then the duties imposed by this section shall devolve upon the presiding Alderman.

Section 25 to apply to letters.

26. Section 25 of this "Part" of these by-laws shall be considered as fully applicable to letters addressed to the Council as to petitions.

Letters sent not to be discussed.

27. No discussion shall be permitted in reference to any letters which have been written and sent by the Mayor, or by any officer of the Council, and copies of which may be read to such Council: Provided, however, that any notice of motion, con-

sistent with good order, may be entertained with reference to any such letters whether read or not, or with reference to any letters addressed to the Council which the Mayor or presiding Alderman may not have ordered to be read as aforesaid.

Reports from Committees and Minutes from the Mayor.

Form of report.

28. All reports from Committees shall be written on foolscap paper, with a margin of at least one-fourth of the width of such paper, and shall be signed by the Chairman of such Committee, or in his absence by some other member of the same.

Mayor's minutes.

29. The Mayor shall have the right of directing the attention of the Council to any matter or subject within its jurisdiction or official cognizance, by a minute in writing. Every such minute shall be written upon paper of the same kind, and with the same margin, as a report from a Committee, and shall be signed by such Mayor.

How reports, &c., are to be dealt with.—Duties of Chairman, &c., in certain cases.

30. No motion shall (unless as hereinafter provided) be permissible on the presentation of a report from a Committee or a minute from the Mayor, except that the same be received, or that it be received and that its consideration stand an order of the day for some future meeting: Provided, however, that if any Alderman shall have given due notice in reference to any such report or minute, or if an order for the consideration of such report or minute shall have been entered among the orders of the day, such motion or order may, if otherwise unobjectionable, be moved or considered in due course. And whenever any such report or minute embodies any recommendation which cannot legally be carried out without due notice, and it is nevertheless desirable that such report or minute shall be definitely ordered upon during the meeting of the Council at which such report or minute is presented, it shall be the duty of the Chairman or member of such Committee signing such report, or of such Mayor, as the case may be, to give or transmit to the Council Clerk such a notice of motion, requisition, or direction as aforesaid, as will enable such Council Clerk to make the necessary entry on the business paper, and to give such due notice.

Questions and statements.

Limitations as to questions and statements.

31. No question or statement shall be allowed to be put or made which is inconsistent with good order, or is not in strict accordance with the requirements of section 3 of this "Part" of these by-laws.

Notice to be given.

32. Sufficient notice of every question shall be given to the person who is expected to reply thereto, to allow for the consideration of such reply, and, if necessary, for a reference to other persons or to documents.

Answer not compulsory.

33. It shall not be compulsory for any person questioned as aforesaid to answer the question so put to him.

Question to be put without argument, &c.

34. Every such question must be put categorically, without any argument or statement of fact.

Similar provision as to statements.

35. Every such statement must be made without argument.

No discussion on question, &c.—Rights of objection and of subsequent motion reserved.

36. No discussion shall be permitted as to any such question, or as to any reply or refusal to reply thereto, or as to any such statement, at the time when such question is put, or such reply or refusal to reply is given, or such statement is made: Provided, however, that nothing herein contained shall prevent the taking of any objection as to any such question or statement being out of order, or shall prevent the discussion, after due notice, as hereinbefore provided, of any matters properly arising out of or relating to any such question, or reply, or refusal to reply, or any such statement as aforesaid.

Order of debate.

Mode of addressing the Council, &c.

37. Every Alderman who shall make or second any motion, or shall propose or second any amendment, or shall take part in any discussion or debate, or shall put or reply to any question, or shall make any statement, or shall in any other way, or for any other purpose, address observations to the Council, shall, while so doing, stand up in his customary place (unless he shall be prevented from so doing by reason of some bodily infirmity), and shall address himself to the Mayor or other Chairman then presiding: Provided that in the case of a question such question may, by permission of such Mayor or Chairman, be put directly to the Alderman or officer to be questioned, and may be replied to in like manner; but in every such case the question so put, and the answer thereto, shall be subject to every legal objection

on the ground of disorder or irrelevancy. And all members of the Council shall, on all occasions when in such Council, address and speak to each other by their official designations—as the Mayor, Chairman, or Alderman, as the case may be.

Speaker not to be interrupted if in order.

38. No Alderman shall be interrupted while thus speaking, unless for the purpose of calling him to order, as hereinafter provided.

Limitations as to number of speeches, &c.

39. Every mover of an original motion shall have a right of general reply to all observations which may have been made in reference to such motion, and to any amendments moved thereon, as well as a right to speak upon every such amendment. Every Alderman, other than the mover of such original motion, shall have a right to speak once upon such motion, and on every amendment thereon. No Alderman shall speak oftener than once upon any question other than a question of order, unless when misrepresented or misunderstood, in which case he shall be permitted to explain without adding any further observations than may be necessary for the purposes of such explanation.

Mover and seconder.

40. An Alderman who has moved any motion or amendment shall be considered to have spoken thereon; but an Alderman who shall have seconded any such motion or amendment without any further observations than that he seconded the same, shall be at liberty to speak on such motion or amendment.

Speaker not to digress, &c.

41. No Alderman shall digress from the subject under discussion, or shall make personal reflections on, nor impute improper motives to, any other Alderman.

Adjournment of debate.

42. A debate may be adjourned to a later hour of the day, or to any other day specified; and the Alderman upon whose motion such debate shall have been so adjourned shall be entitled to pre-audience on the resumption of the same.

Mayor to decide as to pre-audience.

43. If two or more Aldermen rise to speak at the same time, the Mayor or Chairman shall decide which of such Aldermen shall be first heard.

Alderman may require question to be stated, &c., under certain restrictions.

44. Any Alderman may request the question or matter under discussion to be read or stated for his information, or may require the production of any records of the Council bearing upon such question or matter which are readily accessible: Provided, however, that no such request or requisition shall be so made as to interrupt any other Alderman when speaking, or materially to interrupt the discussion; also, that if such request or requisition shall appear to the Mayor or Chairman not to have been made *bona fide*, it shall not be complied with.

Mayor or Chairman not to move or second motion, &c., but may address Council thereon.

45. The Mayor or Chairman shall not move or second any motion or amendment, nor put any question as provided for by section 3 of this "Part" of these by-laws, except as is further provided for by section 38 of the same. But such Mayor or Chairman shall have the same right as any other Alderman to speak once upon every such subject or amendment. The Mayor or Chairman shall rise when so speaking (unless prevented by some bodily infirmity from so doing) but shall be considered as still presiding.

Questions of Order.

Mayor or Chairman to decide points of order.

46. The Mayor or Chairman shall preserve order, and his decision on disputed points of order or practice shall be final, except in so far as the same may be questioned, as in the manner hereinafter provided.

Acts of disorder.

47. Every member of the Council who shall commit a breach of any section of this "Part" of these by-laws, or who shall move or attempt to move any motion or amendment embodying any matter as to which the Council has no legal jurisdiction, or who shall in any other way raise or attempt to raise any question, or shall address or attempt to address the Council upon any subject which the said Council has no legal right to entertain or to discuss, or who shall use any other language which according to the common usage of gentlemen would be held disorderly, or who shall say or do anything calculated to bring the Council into contempt, shall be out of order.

Mayor, &c., may call member to order.

48. The Mayor or Chairman may, without the interposition of any other member of the Council, call any Alderman to order, whenever, in the opinion of such Mayor or Chairman, there shall be a necessity for so doing.

Any member may raise question of order.

49. Every member of the Council shall have the right of calling the attention of the Mayor or Chairman to any motion,

amendment, statement, argument, or observation moved, used, or made by any other member which such first-named member may consider out of order.

Mode of proceeding thereon.

50. A member called to order shall withdraw while the question of order is being discussed and decided upon, unless specially permitted to offer an explanation, retraction, or apology; but on obtaining such special permission such member may explain, retract, or apologize for the matter or remark alleged to have been out of order. And if such explanation, retraction, or apology be deemed satisfactory, no further discussion on the question of order shall be permitted. If any member, on being called to order, shall ask such permission to explain, retract, or apologize as aforesaid, the Mayor or Chairman may, of his own authority, grant or refuse such permission as he may think fit, unless any member shall require the sense of the Council to be taken on this question. In such case it shall be the duty of the Mayor or Chairman to take the sense of the Council at once, without discussion, as to whether such permission shall be granted. And when any such explanation, retraction, or apology shall have been made or offered by permission of the Mayor or Chairman, the latter shall in like manner decide, or, if required so to do, shall take the sense of the Council as to whether such explanation, retraction, or apology is considered sufficient. If such permission be refused, or if such explanation, retraction, or apology be considered insufficient, the question of order shall be considered and decided before any further business is proceeded with: Provided that if such Mayor or Chairman shall have decided the question of order before any member shall have required the sense of the Council to be taken in reference thereto, such question of order shall not be re-opened: And provided further, that nothing herein contained shall be held to affect the right of such Mayor or Chairman to decide finally, as hereinbefore provided, upon any such point of order, after the same shall have been discussed.

Decision of points of order.

51. The Mayor or Chairman, when called upon to decide points of order or practice, shall state the provision, rule, or practice which he shall deem applicable to the case, without discussing or commenting upon the same.

Motions out of order to be rejected.

52. Whenever it shall have been decided as aforesaid that any motion, amendment, or other matter before the Council is out of order, the same shall be rejected; and whenever anything said or done in Council by any Alderman shall be similarly decided to be out of order, such Alderman shall be called upon by the Mayor or Chairman to make such explanation, retraction, or apology, as the case may require.

Penalties for persisting in disorderly conduct.

53. Any member of the Council who shall have been called to order, and who, after having been twice directed to withdraw as aforesaid, shall refuse to do so, or who shall persist in any line of conduct or argument, or of observations which shall have been decided as aforesaid to be disorderly, or who shall refuse to make such explanation, retraction, or apology as aforesaid, when required so to do, or who shall be guilty of any other act of disorder as defined in section 48 of this "Part" of these by-laws, and shall refuse to make such explanation, retraction, or apology as a majority of the Aldermen then present shall consider satisfactory, shall be liable, on conviction, for the first offence, to a penalty of not less than ten shillings nor more than five pounds; and on a second conviction for the like offence, he shall be liable to a penalty of not less than one pound nor more than ten pounds; and on a third conviction, and for every further conviction for the like offence, he shall be liable to a penalty of not less than two pounds nor more than twenty pounds.

Power of Council as to laying down general rules, &c.

54. Any Alderman who is dissatisfied with the decision of the Mayor or Chairman on any such question of order or of practice, may by motion on notice, respectfully worded, invite the Council to lay down a different rule or principle for the determination of any similar questions of order or of practice which may thereafter arise. Any rule or principle thus laid down shall be binding upon all parties, unless and until it be rescinded, but shall have no retroactive operation: Provided, however, that nothing herein contained shall be held to bind any Mayor or Chairman to put any motion to the Council which, in his opinion, is contrary to law.

Mode of voting.

How questions are to be put.

55. The Mayor or Chairman shall put to the Council all questions on which it shall be necessary that a vote be taken, and shall declare the sense of the Council thereon; and he shall be at liberty to put any such question as often as may be necessary to enable him to form and declare his opinion as to the opinion of the majority.

Divisions.—Penalty for refusing to vote.

56. Any Alderman shall be at liberty to call for a division. In such case the question shall be put first in the affirmative and then in the negative, and the Aldermen shall vote by show of hands, and the names and votes of the Aldermen present shall be recorded. Any Alderman who shall be present when a division is called for, and shall not vote on such division, not being disabled by law from so voting, shall be liable for every such offence to a penalty of not less than ten shillings nor more than five pounds.

Protests.

Mode of protesting.—Protest to be recorded, but may, under certain circumstances, be expunged.

57. Every member of the Council (the Mayor included) may protest against any resolution or vote of the Council; notice of the intention so to protest must, however, be given at the meeting when such resolution is passed, or such vote is arrived at, and the protest itself must be handed or sent to the Council Clerk not later than seven days after such notice. The Council Clerk shall enter every such protest in the Minute Book; but if, in the opinion of the Council, it be inconsistent with the truth, or disrespectfully worded, it may (by resolution on notice) be ordered to be expunged. In such case the expunction shall be made by drawing a perpendicular line with the pen through the entry of such protest, with a reference in the margin to the resolution ordering such expunction.

Committees of the Whole Council.

Rules applicable to business in Committee.

58. The following sections of this "Part" of these by-laws shall (except as herein excepted) be taken to apply to the conduct of business in Committees of the Whole Council, namely—sections 14 (except that it shall not be necessary that any motion or amendment in Committee shall be seconded), 15, 16, 17, 18, 38, 39, 42, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 56, 57.

Disorderly conduct in Committee.

59. Whenever any member of the Council shall, while the Council is in Committee of the Whole, be considered guilty of an offence against good order within the meaning of section 54 of this "Part" of these by-laws, it shall be competent to any Alderman to move that the Council resume its sitting, and that such matter be reported; and if such motion be carried, such matter shall be reported accordingly, and an entry of such report shall be made in the Minute Book; and whenever any Alderman shall have failed to vote on any occasion in Committee of the Whole Council, as required by section 57 of this "Part" of these by-laws, the facts shall be reported to the Council, and such report on such facts shall be duly recorded in the Minute Book: Provided that in case of an Alderman failing to vote as aforesaid, no special motion that the Council resume its sitting shall be necessary, but it shall be the duty of the Chairman of such Committee of the Whole, in making his report of the proceedings in such Committee, whenever such report shall be made, to include in such report a statement of such failure to vote as aforesaid, and of the question as to which such Alderman has so failed to vote.

Decision in Committee on points of order may be reported.

60. Whenever a decision upon any question of order shall have been given by the Chairman of a Committee of the Whole Council, under the provision of section 47 of this "Part" of these by-laws, any Alderman may move that such decision be embodied in the report to the Council of the proceedings in such Committee; and if such motion be carried, such decision shall be so embodied in such report whenever the same shall be made.

How progress may be reported.

61. Any Alderman may, at any time during the sitting of a Committee of the Whole Council, move that the Chairman report "Progress" (or "No Progress," as the case may be), and that leave be asked to sit again at a later period of the same day or on any future day, or that no leave be asked to sit again. And if any such motion be carried, the Council shall resume its sittings, and a report shall be made accordingly. But no discussion shall be permitted on any such motion, and if the same be negatived the subject then under consideration shall be discussed before another such motion shall be receivable.

Report of proceedings in Committee.

62. All reports of proceedings in Committee of the Whole Council shall be made to the Council *videlicet* by the Chairman of such Committee; and a report of such proceedings shall be made in every case, except when it shall be found, on counting the number of members during the sitting of any such Committee, that there is not a quorum present. In the latter case the sittings of the Council shall be resumed without any motion for that purpose, and the proceedings in Committee shall be considered to have lapsed: Provided that, in the making of any such report as aforesaid, it shall not be necessary to report any such proceedings *in extenso*, but only to state the result, general effect, or substance of such proceedings.

How reports are to be dealt with.

63. All such reports of proceedings in Committee of the Whole Council shall be recorded in the Minute Book; but except as hereinafter mentioned, no such report shall be considered as adopted by the Council, nor shall any such application as aforesaid, for leave to sit again, be considered to have been granted by such Council, until a motion shall have been made and passed for such adoption or for the granting of such leave. And every such motion for the adoption of a report, or for the granting of leave as aforesaid, and the order of debate on such motion, shall be subject to all the same rules as other motions in Council and the order of debate on such other motions. Provided, however, that where a report shall have been made under section 60 of this "Part" of these by-laws of disorderly conduct in Committee, or under section 57 of this "Part" of these by-laws of failure to vote on division, or of any decision in Committee upon any question of order, such report shall, so far as it relates to such facts, be regarded and recorded as a statement thereof, and to that extent shall not, unless for the correction of a manifest error, be interfered with upon any pretext whatever.

Calls of the Council.

How calls of the Council may be ordered.

64. A call of the Council may be ordered, by any resolution of which due notice shall have been given, for the consideration of any motion or matter of business before such Council.

Such calls compulsory in certain cases.

65. There shall, without any special order to that effect, be a call of the Council for the consideration of every motion which may be made under section 55 of this "Part" of these by-laws, and of every motion for the rescission of any resolution, order, or decision of such Council.

Mode of proceeding.

66. The call shall be made immediately before the motion or business for which such call has been ordered, or is required to be made by the last preceding section, shall be moved or considered. Such call shall be made as follows:—The Council Clerk shall call the names of all the members in their alphabetical order; each member present shall answer to his name as so called; and if any members are absent a record shall be made of such absence. But if leave of absence to any such member shall have previously been granted, or if such an excuse in writing shall have been forwarded to the Mayor or Council Clerk as a majority of the Council then present shall consider satisfactory, such absent member shall stand excused, and a record shall be made of such excuse and of the reasons for the same.

Penalty for absence without legal excuse.

67. Any member of the Council who, having had notice of such call of the Council, shall not answer to his name as aforesaid, or who being absent shall not be legally excused as aforesaid, or who if absent and not so excused shall fail to show that by reason of extreme illness or any other sufficient cause he has been unable to send an excuse in writing as aforesaid, or who having answered to his name as aforesaid shall not be present when a vote is taken on the motion or business as to which such call has been made as aforesaid, shall for every such offence be liable to a penalty of not less than ten shillings nor more than five pounds. : Provided that if the consideration of any such motion or matter of business be adjourned to a future day, there shall be a further call on the resumption of such consideration, and the provisions herein as to the penalties for absence shall have reference to such further calls; and if there shall be more than one adjournment, this proviso shall be taken to extend to the resumption of the consideration of such motion or matter of business after every such adjournment.

Standing and Special Committees.

Standing Committees.

68. There may be four Standing Committees, namely, a By-law Committee, a Committee for Works, a Finance Committee, and a Committee for General Purposes. These Committees may be re-appointed every year at the first meeting of the Council which shall be holden after the election of the Mayor.

Constitution of Standing Committees.

69. Each of the three Committees first named in the last preceding section shall consist of three members; the Committee for General Purposes shall consist of the Chairmen of the three said first-named Committees.

Mode of re-appointing Standing Committees.

70. The re-appointment of the three said first-named Committees may, on resolution of the Council, be made by ballot. In such case a list or lists of the members shall be handed to each member there present, who shall mark against the name of each such member the title of the Committee to which, in his opinion, such member ought to belong. And the Mayor or Chairman shall thereupon examine such lists so marked, and shall declare the result; and if there shall be an equal number of votes for the appointment of any two or more members to any one of

such first-named Committees, such Mayor or Chairman shall decide which of such members shall be appointed to such Committee.

By-law Committee.

71. The By-law Committee shall prepare for the consideration of the Council drafts of all such by-laws as may be required for the good government of the Borough. They shall also watch over the administration of the by-laws and of any statute of which the operation has been or may be extended to the Borough; and shall take such steps as may be necessary for the prevention or punishment of offences against such by-laws or statutes, and for the preservation of public health, order, and decency.

Committee for Works.

72. The Committee for Works shall have the general direction of all works ordered or sanctioned by the Council, and the general inspection of all streets, roads, ways, bridges, public reserves, and other public places under the care and management of the Council. They shall also inquire and report from time to time as to such improvements or repairs as they may think necessary, or as they may be directed by resolution of the Council to inquire and report upon.

Finance Committee.

73. The Finance Committee shall examine and check all accounts, and shall watch generally over the collection and expenditure of the Municipal revenues. They shall inquire and report, from time to time, as to all matters which they may consider to affect or to be likely to affect the finances of the Borough, and as to such matters or subjects of the like nature as they may be directed by resolution of the Council to inquire and report upon.

Committee for General Purposes.

74. The Committee for General Purposes shall take cognizance of every matter, subject, or question within the jurisdiction of the Council, not coming within the province of one or other of the before-mentioned Standing Committees, and shall from time to time inquire into and report upon any such subject, matter, or question as they may think necessary, or as they may be directed by resolution of the Council to inquire into and report upon.

Special Committees.

75. Special Committees may consist of any number of members, and may be appointed for the performance of any duty which may be lawfully intrusted to a Committee, and for which, in the opinion of the Council, a Special Committee ought to be appointed. And no Standing Committee shall interfere with the performance of any duty which may, for the time being, have been intrusted to any such Special Committee. The appointment of every such Special Committee shall be made by resolution after due notice, and it shall be incumbent on the mover of such resolution to embody therein a statement of the duties proposed to be intrusted to such Special Committee. The mover of any such resolution may name therein such members as, in his opinion, ought to constitute such Committee, or he may propose that such Committee consist of a certain number of members to be appointed by ballot; and in the latter case, or if an amendment to the effect that such Special Committee be appointed by ballot be carried, each member then present shall receive a list of all the members of the Council, from which list he shall strike out all names but those of the persons of whom, in his opinion, such Special Committee ought to be composed. And the Mayor or Chairman shall examine such lists, and declare the result; and in the event of its becoming necessary, through an equality of votes, to decide as to which of two or more Aldermen shall serve on such Committee, such Mayor or Chairman shall so decide.

Chairman of Committees.

76. Every Committee of which the Mayor shall not be a member shall elect a permanent Chairman of such Committee, within seven days after their appointment.

Term of service in Committees.

77. Appointments to the By-law Committee, the Committee of Works, and the Finance Committee shall be for the whole Municipal year. The Chairmen of these three Committees, as appointed or removed from the Chairmanship of the same, shall be thereby and without any further order regarded as having been appointed to or removed from the Committee for General Purposes. The appointment of every Special Committee shall be considered to endure until the duties for which such Committee have been appointed shall have been fully performed: Provided, however, that nothing herein contained shall be held to affect in any way the right of such Committee to remove any Chairman of such Committee or to appoint another such Chairman in his stead, or to militate against the general provisions as to Committees in sections 109 and 110 of the Municipalities Act of 1867; and that so much of this by-law as relates to the appointment, powers, and duties of Committees shall be read and interpreted in connection with such last-mentioned general provisions.

Committee meeting, how called.

78. The Council Clerk shall call a meeting of any Committee whenever requested so to do by the Chairman or any two members of such Committee.

Expenditure.

Except in emergent matters, cost of all work to be estimated before undertaken.

79. With the exception of emergent matters, hereinafter specially provided for, no work affecting the funds of the Borough shall be undertaken until the probable expense thereof shall have been first ascertained by the Council.

Emergent matters and necessary current expenses.—Expenses authorized to be reported.—Outlay to be in accordance with orders of the Council.

80. For emergent matters, and for necessary current expenses during the intervals which may elapse between the meetings of the Council, outlays to the following extent may be incurred:—

1. By order of the Committee of Works, or of the Mayor and one member of such Committee, for repairs or emergent works, to the extent of ten pounds.
2. By order of the Mayor, for necessary current expenses, to the extent of five pounds.
3. By order of the Mayor and any two Aldermen, or without the Mayor of any four Aldermen, for any emergent purpose, to the extent of twenty pounds.

Provided, that in every case a detailed report in writing of every such outlay shall be laid before the Council at its next meeting; such report to be signed by the Chairman of the Committee of Works, or the Mayor and Aldermen, or the Aldermen without the Mayor, as the case may be, by whom such outlay shall have been authorized; also, that such outlay shall only be permissible in reference to matters coming strictly within the jurisdiction or functions of the Council, and that no outlay involving a disobedience or evasion of any order or resolution of such Council shall on any pretence be thus authorized.

All claims to be examined and reported upon by Finance Committee.

81. All accounts and demands of money against or from the Council shall be examined and reported on by the Finance Committee, if any, before any order shall be made for payment of such accounts or demands.

Certificate required with each claim.—Salaries and wages to be payable on Mayor's order.—Certificate to be attached to report.

82. No payment shall be so ordered unless there shall be a certificate or memorandum from the Committee, from the Mayor, or from the officer of the Council to whom the direction or guardianship of such expenditure properly belongs, showing that the demand is a legitimate one, and has been duly authorized or inquired into. It shall be the imperative duty of the Finance Committee to see that this requirement is fulfilled, or to report specially as to the reasons for its non-fulfilment, before recommending payment: Provided, however, that such special report as last herein mentioned may be embodied with the report by which payment of the amount in question is recommended: Provided, that in cases of special expenditure under section 82 of this "Part" of these by-laws, the report directed by that section to be laid before the Council shall if the outlay shall have been lawfully incurred be deemed a sufficient certificate: And, that in regard to salaries and wages of labour for officers, servants, and labourers employed at fixed rates of payment, by order of the Council, the certificate of the Mayor of the amount due to any such officer, servant, or labourer, and the order of such Mayor for payment of such amount shall be sufficient authorization for such payment; and such certificate, memoranda, and authorization shall be attached respectively to the reports from the Finance Committee on the payments or outlays to which such certificate, memoranda, or authorization have reference.

Common seal and records of the Council.

How books of account are to be kept.

83. The common seal, books of account, and all records, statements, and memoranda of receipts and expenditure, shall be kept by the Town Clerk or the Treasurer, in such manner as the Council may from time to time direct.

When and how common seal to be used.

84. The common seal shall not be attached to any document without an express order from the Council, except in cases where the same may be attached for the purpose of verifying the due execution of powers of attorney or other documents in no way binding on this Municipality. In every case where such common seal shall be attached to any document, such document shall also be signed by the Mayor or, in case of the absence or illness of such Mayor, by two Aldermen, and shall also be countersigned by the Council Clerk.

Books to be inspected.

85. It shall be the duty of the Finance Committee, if any, to inspect all books of account, records, statements, and memoranda, from time to time; to ascertain that the same are properly kept; and to report at once to the Council any

inaccuracy or appearance thereof which they may have discovered in the keeping of the same.

Records of the Council defined.—Provisions for proper keeping of the same.

86. The minute book, letter book, and all rate and assessment books, books of account, records, statements, and memoranda of receipts and expenditure, electoral rolls, and other records relating to elections, business papers, reports from Committees, minutes from the Mayor, petitions, letters on municipal business addressed to the Council or to the Mayor, or to any officer or servant of the Council, orders, reports, returns and memoranda relating to municipal business, drawings, maps, plans, contracts, specifications, agreements, and all other books and papers connected with the business of the Council, shall be deemed records of the Council. All such records other than the minute book and other books, and other than electoral rolls and other records relating to elections, shall be numbered and filed in due order, and shall be duly registered by the Council Clerk in a book to be kept by him for that purpose. Upon the face of every document thus registered to which there is any reference in the minute book, there shall be a note of the page wherein it is so referred to; and when any order has been made by the Council, or a report has been brought up by any Committee thereof in reference to any document so registered as aforesaid, a note of such order or report shall be made upon such document. It shall be the duty of the By-law Committee, if any, to inspect the records from time to time, to ascertain that the same are properly kept, and to report to the Council any neglect which they may discover in the keeping of such records.

Impression of seal not to be taken, &c., without leave of Council.

87. No member or officer of the Council shall be at liberty to take any impression of the corporate seal, or to show, lay open, or expose any of the books or records of the Council to any person other than a member of the Council, except as otherwise provided by law, under a penalty for the first offence of not less than five shillings nor more than two pounds; and for the second offence to a penalty of not less than one pound nor more than ten pounds; and for a third and every subsequent offence to a penalty of not less than five pounds nor more than twenty-five pounds.

Records not to be removed.—Penalty.

88. Any person removing any such book or other record of the Council as aforesaid from the Council Chamber, or the place where by direction of the Council such book or other record is usually kept, without leave for such removal having been first obtained from such Council, or without other lawful cause for such removal as hereinafter provided, shall for every such offence be liable to a penalty of not less than ten shillings nor more than ten pounds: And nothing herein contained shall be held to affect the further liability of any person who shall have removed such book or other record as aforesaid, and shall not have returned the same, to prosecution for stealing such book or record, or to an action at law for detention of the same, as the circumstances of the case may warrant: Provided that leave for temporary removal of books or other records may be granted to the Council Clerk or the Treasurer by the Mayor, in order that such Clerk or Treasurer may post up entries, prepare returns, or perform any other duty which it may be necessary that he should perform.

Penalty for defacing or destroying records.

89. Any person destroying, defacing, or altering any record of the Council shall for every such offence be liable to a penalty of not less than five pounds nor more than fifty pounds.

Officers and Servants.

Notice to candidates.

90. No appointment to any permanent office at the disposal of the Council shall take place until public notice shall have been given as hereinafter provided, inviting applications from qualified candidates for the same. The salary or allowance attached to such office shall in every case be fixed before such advertisement is published, and shall be stated in such advertisement.

Mode of appointment.

91. Every such appointment shall be made by ballot, in such mode as may at the time be determined on, whenever there is more than one candidate for such permanent office.

Exceptional cases.

92. Nothing herein contained shall be held to prevent the appointment by the Council, without advertisement, of any salaried officer or servant of the Corporation, to any other permanent office or employment at the disposal of such Council to which no further salary is attached, or to prevent the appointment in like manner of any such officer or servant to any other office or employment of which the duties require only occasional attention, and are to be paid for by allowances proportionate to the extent of such duties, or to prevent any similar appointment or employment by the Mayor or by any

Committee or officer of the Council of any such officer or servant under the authority of any by-law, or to prevent the employment as may be from time to time found necessary, and as may be ordered by the Council, of any workmen or labourers on the public works of the Borough.

Bonds for good conduct.

93. All bonds given by officers or servants of the Council for the faithful performance of their duties, shall be deposited with the attorney or the Bankers of the Corporation as the Council may order, and no officer or servant of the Council shall be received as security for any other such officer or servant.

Duties of Council Clerk.

94. The Council Clerk, in addition to his other duties, shall be the Clerk of all Revision Courts held in the Borough under the provisions of the Municipalities Act of 1867. He shall also, under the direction of the Mayor, conduct all correspondence which may be necessary on the part of the Council. He shall likewise have charge of all the records of such Council, except such books or documents as may (as hereinafter provided) be intrusted to any other officer, and shall be responsible for the safe keeping of such records. He shall generally assist the Mayor in carrying out the orders of the Council and the duties of such Mayor.

Duties of Treasurer.

95. The Treasurer shall have charge of such books of account and other records of the Council as are mentioned in section 87 of this "Part" of these by-laws, and shall be responsible for the safe keeping of the same. Any other officer of the Council may have any other records thereof committed to his charge by an order of the Council, and in such case shall be responsible for the safe keeping of such records.

How complaints against officers, &c., are to be dealt with.

96. All complaints against officers or servants of the Corporation must be in writing, and must in every case be signed by the person or persons complaining, and no notice whatever shall be taken of any complaint which is not in writing or is anonymous. All such complaints may be addressed to the Mayor, who immediately upon the receipt of any such complaint, and without laying the same before the Council, shall have power to investigate the same. And if any such complaint be made to the Council, or to any member or officer thereof, it shall be referred to and investigated by the Mayor before it shall be in any way (otherwise than by such reference) ordered upon or dealt with by such Council: Provided that every report, explanation, and information which may be made or rendered in reference to every such complaint shall be in writing; and such Mayor shall state in writing the result of every such investigation, and his opinion as to what order (if any) ought to be made in connection therewith. And such complaint, with all reports, explanations, and information as aforesaid, in connection therewith, and the Mayor's statement as aforesaid thereon, shall be laid before the Council at the next meeting thereof which shall be holden after the Mayor shall have made such statement, and shall be duly recorded: Provided further that nothing herein contained shall be held to affect in any way the special powers conferred on the Mayor by section 152 of the Municipalities Act of 1867, or any other special power which now is, or hereafter may be, conferred by statute upon such Mayor.

Miscellaneous.

Leave of absence.

97. No leave of absence shall be granted to the Mayor or to any Alderman otherwise than by a resolution of the Council adopted after due notice.

Mode of calling for tenders.

98. Whenever it is decided that any work shall be executed, or any materials supplied by contract, tenders for the execution of such work or the supply of such material shall be called for by public notice as hereinafter provided.

Drafts of intended by-laws.

99. A draft of every intended by-law shall be in the office of the Council for at least seven days before such draft shall be taken into consideration by such Council, and shall be open to the inspection of any ratepayer who may desire to inspect the same; and public notice shall be given, as hereinafter provided, that such draft is so lying for inspection.

Motions for rescission of previous orders, &c.

100. Whenever a motion for the rescission of any order, resolution, or vote of the Council shall have been negatived, no other motion to the same effect shall be permissible until a period of three months shall have elapsed from the time of negativing such first-mentioned motion.

Lapsed business.

101. Whenever the consideration of any motion or matter of business shall have been interrupted by reason of a quorum not having been present, the resumption of such consideration

may be ordered by resolution of the Council, after due notice, and such consideration shall in such case be resumed at the point where it was so interrupted as aforesaid.

Suits and prosecutions for penalties, &c.

102. Such suits or informations for the enforcement of penalties for or in respect of breaches of the Municipalities Act of 1867, or of any by-law made thereunder, or of any statute the operation of which may have been extended to the Borough, as may have been directed by the Council to be commenced or laid, as follows, namely,—When against a member of the Council, or an Auditor, or any officer of the Corporation, by the Council Clerk, unless such Council Clerk be the officer to be proceeded against, and in such case by any other officer named by the Council for that purpose; when against any other person, by the officer to whom the carrying out of the statutory provision or by-law imposing the penalty sought to be enforced has been intrusted; and if there shall be no such officer, then by any such officer or person as shall be appointed for that purpose by the Council or the By-law Committee, or the Mayor, as the case may be, on directing such suit or information as aforesaid. And no such suit shall be brought or information laid, as aforesaid, against any member of the Council, or Auditor, except by order of such Council; nor shall any similar proceeding be taken against any officer of the Council except on the order of such Council or of the Mayor, nor against any other person except upon the order of the Council or of the By-law Committee. And no such suit shall be directed to be brought, nor shall any such information be directed to be laid as aforesaid, except on an express resolution of the Council, in any case where the bringing of such suit or the laying of such information will be adverse to any previous direction of such Council, or where on the trial or hearing of any such suit or information, the same shall have been dismissed on the merits: Provided that in any such case, the conduct or prosecution of any such suit or information may, on the order of the Council, be intrusted to an attorney.

How notices are to be published.

103. In all cases where public notice is or shall be required to be given by any by-law, of any appointment, resolution, act, order, or regulation, done, made or passed, or proposed to be done, made, or passed, by the Council or by any Committee thereof, or by the Mayor or any officer of the said Council, such notice shall be given or published by posting the same on or near the outer door of the Council Chambers, for the space of seven days, and by advertising the same twice in some newspaper circulating in the Borough.

Mode of proceeding in cases not provided for.

104. In all cases not herein provided for, resort shall be had to the rules, forms, and usages of the Legislative body of New South Wales, so far as the same are applicable to the proceedings of the Council.

Power to suspend temporarily certain portions of this by-law.

105. Any such section or sections of this "Part" of these by-laws, or any portion or portions of such sections or section as are not hereinbefore excepted, may be suspended by resolution, on notice, at any meeting of the Council: Provided that there shall be a distinct statement in every such resolution, and in the notice of the motion whereon the same shall have been adopted, for the purpose of which such suspension is required. And that for every separate matter or business as to which such suspension is so required there shall be a separate resolution as aforesaid. And provided also that the following sections hereof shall never be suspended, nor shall any one of them, nor any portion of any such section be suspended on any pretence whatever, namely, 5, 6, 7, 8, 9, 20, 21, 22, 23, 25, 26, 27, 28, 29, 30, 31, 34, 38, 39, 42, 44, 47, 48, 49, 50, 51, 53, 54, 55, 56, 57, 58, 59, 60, 61, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 95, 98, 99, 100, 101, 104, and 106.

PART II.

COLLECTION AND ENFORCEMENT OF RATES.

Times and modes of collection.

Rates under sec. 164 of the 31 Vict. No. 12 to be collected yearly.

1. All rates levied or imposed by the Council under the provisions of section 164 of the Municipalities Act of 1867, and for the purposes mentioned in the said section, shall be collected yearly, every such instalment shall be held to be due and payable on and after such days as the Council shall by resolution appoint at the time of making or imposing such rates.

Rates to be paid at office of Council Clerk.

2. All persons liable to pay any rates as aforesaid shall pay the amount thereof, within the time prescribed by the Act, into the office of the Council Clerk during office hours, that is to say, between the hours of two and five p.m. on every Monday, Wednesday, and Friday.

Defaulters.

3. It shall be the duty of the Council Clerk to furnish the Mayor with a list of the names of all persons whose rates are unpaid at the expiration of the time fixed for payment of the same as aforesaid.

Mayor to enforce payment.

4. It shall be the duty of the Mayor to issue distress warrants against all such persons, and to cause such warrants to be enforced; or to cause such defaulters to be sued for the amount of such rates in a Court of competent jurisdiction.

Enforcement of distress.

Bailiff—tenure of office.

5. The bailiff shall be appointed by resolution of the said Council, and shall be at any time removable by a like resolution.

Sureties for bailiff.

6. The bailiff shall find two sureties to the satisfaction of the Mayor to the extent of fifty pounds each for the faithful performance of his duty.

Duties of bailiff.

7. It shall be the duty of the bailiff to make all levies by distress for the recovery of rates in the manner hereinafter provided.

Warrant of distress.

8. All levies and distresses shall be made under warrant in the form of Schedule A hereto, under the hand of the Mayor or any Alderman who may for the time-being be duly authorized to perform the duties of that office.

Distress and sale.

9. If the sum for which any such distress shall have been made shall not be paid with costs as hereinafter provided on or before the expiration of five days, the bailiff shall sell the goods so distrained, or a sufficient portion thereof, by public auction, either on the premises or at such other place within the Borough as the said bailiff may think proper to remove them to for such purpose, and shall pay over the surplus (if any) that may remain after deducting the amount of the sum distrained for, and costs, as hereinafter provided, to the owner of the goods so sold, on demand of such surplus by such owner.

Inventory.

10. At the time of making distress the bailiff shall make out a written inventory in the form of Schedule B hereto, which inventory shall be delivered to the occupant of the land or premises or the owner of the goods so distrained, or to some person on his or her behalf, resident at the place where the distress shall be made; and in case there shall be no person at such place with whom such inventory shall be left as aforesaid, then such inventory shall be posted on some conspicuous part of the land or premises on which the distress is made; and the bailiff shall give a copy of the inventory to the ratepayer on demand at any time within one month after the making such distress.

Goods may be impounded.

11. The bailiff on making the distress as aforesaid, may impound or otherwise secure the goods or chattels so distrained, of what nature or kind soever, in such place or places or in such part of the land or premises chargeable with rates as shall be most fit and convenient for this purpose; and it shall be lawful for any person whomsoever, after the expiration of the five days hereinbefore mentioned, to come and go to and from such place or part of the said land or premises where such goods or chattels shall be impounded and secured as aforesaid, in order to view and buy, and in order to carry off and remove the same on account of the purchaser or purchasers thereof.

Owner to direct order of sale.

12. The owner of any goods or chattels so distrained upon, may, at his or her option direct and specify the order in which they shall be successively sold, and the said goods and chattels shall in such case be put up for sale according to such direction.

Proceeds of distress.

13. The bailiff shall hand over the proceeds of every such distress to the Council Clerk, within forty-eight hours after having received the same.

Costs.

14. There shall be payable to the bailiff for the use of the Council, for every levy and distress made under this by-law, the costs and charges in the Schedule hereunto annexed marked C.

SCHEDULE A.

I, _____, Mayor of the Borough of _____, do hereby authorize you _____, the bailiff of the said Municipality, to distrain the goods and chattels in the dwelling-house (or in and upon the land and premises of _____, situate at _____,

_____ being the amount of rates due to the said Borough to the _____ day of _____, for the said dwelling-house (or land or premises as the case may be), and to proceed thereon for the recovery of the said rates according to law.

Dated this _____ day of _____, A.D., 18 _____.

Mayor.

SCHEDULE B.

Inventory.

I HAVE this day, in virtue of the warrant under the hand of the Mayor of the Borough of Mudgee, dated _____, distrained the following goods and chattels, in the dwelling-house (or in and upon the land and premises) of _____, situate at _____, within the said Borough, for _____, being the amount of rates due to the said Borough, to the _____ day of _____.

Dated this _____ day of _____ 18 _____.

SCHEDULE C.

Costs of distress.

THERE shall be payable to the bailiff for the use of the Council, for every levy and distress made under these by-laws, the costs and charges as follows:—

	s.	d.
Distress warrant	5	0
Levying distress and making inventory	5	0
Man in possession, each day or part of a day...	5	0
Advertising (whatever amount has been paid) and 5 $\frac{1}{2}$ cent. on the net proceeds of the goods.		

PART III.

PREVENTING AND EXTINGUISHING FIRES.

Fire or combustible materials, &c.

1. Every person who shall or knowingly permit to be placed in any house, yard, workshop, out-offices, or other premises, fire, gunpowder, or combustible or inflammable materials of any kind, in such a manner as to endanger contiguous buildings, shall, on conviction for every such offence, forfeit a penalty of not more than five pounds, and shall forthwith remove such fire, gunpowder, or combustible or inflammable materials; and every such person who shall suffer any such fire, gunpowder, or combustible or inflammable materials, to remain as aforesaid for twenty-four hours after any such conviction, shall be deemed guilty of a further offence against this by-law.

Inflammable fences.

2. Every person who shall erect any fence of brushwood, bushes, or other inflammable material, or shall make or place any stack of hay, corn, straw, or other produce, or place as or for the covering of any such stack any inflammable material so as to endanger contiguous buildings or properties, or any trees, shrubs, or other produce thereof, or any chattels therein, shall forfeit on conviction for every such offence a penalty of not more than five pounds, and shall also remove such fence, stack, or covering within three days after such conviction. And any person failing to remove such fence, stack, or covering within a reasonable time after such conviction as aforesaid, shall be deemed guilty of a further offence against this by-law.

Setting fire to matter without notice.

3. Every person who shall wilfully set fire to any inflammable matter whatsoever in the open air, without having given notice in writing to the occupiers of the land adjoining to the land upon which such matter shall be, and also to the Council Clerk, of his intention so to do, or within twenty-four hours after giving the last given of such notices, or between the hours of four in the afternoon of any day and eight in the morning of the following day, shall forfeit a sum not exceeding five pounds.

Fireworks.

4. Every person who shall light any bonfire, tar-barrel, or fireworks upon or within fifty yards of any public or private street, or any public place, or shall sell gunpowder, squibs, rockets, or other combustible matter, by gas, candle, or other artificial light, shall forfeit a sum not exceeding five pounds.

PART IV.

STREETS AND PUBLIC PLACES.—PUBLIC HEALTH AND DECENCY.

New roads to be reported upon.

1. No new public road, street, way, park, or other place proposed to be dedicated to the public, shall be taken under the charge and management of the Council until after such road, street, way, or park shall have been examined by the Committee of Works, and reported upon to the Council by such Committee.

Plan of proposed new road, &c., to be deposited.

2. Whenever any proprietor or proprietors of land within the said Borough shall open any road, street, or way, or lay out any park or other place for public use or recreation, through or upon such land, and shall be desirous that the Council shall undertake the management of such road, street, way, park, or other place, he or they shall furnish the Council with a plan or plans, signed by himself or themselves, showing clearly the position of such road, street, way, park, or other place as aforesaid.

Dedication of new roads, &c.

3. If the Council shall determine to take charge of any such road, way, or other place as aforesaid, the plan or plans so signed as aforesaid shall be preserved as a record or records of the Council, and the proprietor or proprietors, as aforesaid, shall execute such further instrument, dedicating such road, way, park, or other place to public use or recreation as aforesaid, as may be considered necessary by the Committee for general purposes. And such further instrument of dedication shall also be preserved as a record of the Council.

Committee for works to fix street levels, &c.

4. The Committee for Works, or any officer or person acting under the supervision of such Committee shall, subject to such orders as shall from time to time be made by the Council in that behalf, fix and lay out the levels of all public roads, streets, and ways within the Borough, and the carriageways and footways thereof. And it shall be the duty of such Committee, officer, or person, to place posts at the corners or intersections of any such public roads and streets wherever the same may be considered necessary or desirable by the Council: Provided that there shall be no change of level in any such public road, street, or way, until the same shall have been submitted to and adopted by the Council as hereinafter directed.

Change of street levels.

5. Whenever it may be deemed necessary to alter the level of any such public road, street, or way as aforesaid, the Committee for Works shall cause a plan and section, showing the proposed cuttings and fillings, to be exhibited at the Council Chambers for fourteen days, for the information and inspection of ratepayers, and shall notify by advertisement in some newspaper circulating in the Borough that such plan is so open to inspection. At a subsequent meeting of the Council the said plan and section shall, if adopted, be signed by the Mayor or Chairman and the proposer and seconder of the motion for such adoption, and countersigned by the Council Clerk, and such plan and section so signed and countersigned shall be a record of the Council.

No turf, gravel, &c., to be removed from streets without permission.

6. Any person who shall form, dig, or open any drain or sewer, or remove or cause to be removed, any turf, clay, sand, soil, gravel, or other material in or from any part of the carriageway of any street or other public place within the said Borough without leave first had and obtained from the Council, or who shall wantonly break up or otherwise damage any such carriage or foot way, shall on conviction forfeit and pay for every such offence any sum not exceeding five pounds nor less than one pound.

Cellars or openings beneath the surface of footways prohibited.

7. Any person who shall make any cellar, or any opening, door, or window, in or beneath the surface of the footway of any street or public place within the said Borough, shall on conviction forfeit and pay the sum of five pounds over and above the expense of filling up, remedying, or removing such cellar, opening, door, or window.

Holes to be enclosed.

8. Any person or persons who shall dig or make, or cause to be dug or made, any hole, or leave or cause to be left any hole adjoining or near to any street or public place within the said Borough, for the purpose of making any vault or vaults, or the foundation or foundations to any house or other buildings, or for any other purpose whatsoever, or shall erect or pull down any building, and shall not forthwith enclose the same and keep the same enclosed in a good and sufficient manner to the satisfaction of the Borough Council of the said Borough, or shall keep up or cause to be kept up and continued any such enclosure for any time which shall be longer than shall be absolutely necessary in the opinion of the said Borough Council, and shall not place lights upon each side of the said enclosure and keep the same constantly burning from sunset to sunrise during the continuance of such enclosure, shall forfeit and pay for ever such refusal or neglect any sum not being less than forty shillings nor exceeding five pounds.

Open spaces and steps adjoining the footways to be enclosed under penalty.

9. Every owner or occupier of any house, building, premises, or land within the Borough having any entrance, area, garden, or other open space, or any vacant building lot, waterhole, or excavated space adjoining the footway of any street or public place in such Borough, shall protect and guard the same by good

and sufficient rails, fences, or other enclosures so as to prevent danger to persons passing and repassing; and every such owner or occupier of any such house, building, premises, or land having any steps adjoining the footway of any such street or public place, shall in like manner protect and guard the same by fences, rails, or other enclosures so as to prevent the like danger from persons passing and repassing; and on failure thereof every such owner or occupier shall, as often as he shall be convicted of such offence, forfeit and pay any sum not being less than forty shillings nor more than five pounds. And every such owner or occupier as aforesaid who shall fail to erect such rails, fences, or other enclosures as aforesaid within three days after any such conviction as aforesaid shall be deemed guilty of a further offence against this by-law.

Wells to be covered over.—Penalty.

10. Every person who shall have a well situated between his or her dwelling-house or the appurtenances thereof, and any road, street, or footway within the limits of the said Borough, or at the side of, or in any yard or place open or exposed to such road, street, or footway, shall cause such well to be securely and permanently covered over; and if any person having any such well as aforesaid shall fail to cover and secure the same within twenty-four hours after notice in writing shall have been given to him or her by any officer of the said Council, or shall have been left for such person at his or her usual or last-known place of abode, or on the said premises, shall, on conviction, forfeit and pay the sum of ten shillings; and for every day after such notice that such well shall remain open or uncovered, contrary to the provisions hereof, such person shall be deemed guilty of a separate offence against this by-law.

Temporary stoppage of traffic for repairs.

11. The Committee for Works or any officer or person acting under the authority of such Committee, may at any time cause the traffic of any street, lane, or thoroughfare, or any portion thereof, to be stopped for the purpose of repairing the same, or for any necessary purposes; and any person or persons offending against this by-law, either by travelling on such street, lane, or thoroughfare, or by removing or destroying any obstruction that may be placed thereon for the purpose of suspending the traffic, shall forfeit and pay a penalty of any sum not exceeding five pounds for every such offence.

Drawing or trailing timber, &c.

12. Any person who shall haul or draw, or cause to be hauled or drawn, upon any part of any street or public place within the said Borough, any timber, stone, or other thing, otherwise than upon wheeled vehicles or barrows, or shall suffer any timber, stone, or other thing which shall be carried principally or in part upon any wheeled vehicle or barrow to drag or trail upon any part of such street or public place to the injury thereof, or to hang over any part of any such vehicle or barrow so as to occupy or obstruct the street beyond the breadth of the said vehicle or barrow, shall upon conviction forfeit and pay for every such offence a sum of not more than forty shillings nor less than five shillings over and above the damages occasioned thereby.

Driving carriages, &c., on footways, and throwing filth, &c., &c.

13. Any person who shall throw, cast, or lay, or shall cause, permit, or suffer to be thrown, cast, or laid, or to remain, any ashes, rubbish, offal, dung, soil, dead animal, blood, or other filth or annoyance, or any matter or thing in or upon the carriageway or footway of any street or other public place in the said Borough, or shall kill, slaughter, dress, scald, or cut up any beast, swine, calf, sheep, lamb, or other animal, in or so near to any such street or other public place as that any blood or filth shall run or flow upon or over, or be on any or either of any such carriages or foot ways; or shall run, roll, drive, draw, place, or cause, permit, or suffer, to be run, rolled, driven, drawn, or placed upon any of the said footways of any such street or public place, any waggon, cart, dray, barrow, or truck, or any hogshead, cask, or barrel, or shall wilfully lead, drive, or ride, any horse, ass, mule, or other beast upon any such foot way, shall upon conviction forfeit and pay for the first offence a sum not exceeding forty shillings nor less than five shillings; for the second offence a sum not exceeding five pounds nor less than ten shillings; and for a third and every subsequent offence a sum not exceeding ten pounds nor less than one pound for each such offence.

Placing carriages, goods, &c., on footways, &c.—Not removing when required.—Replacing the same after removal.—Not to prevent awnings being erected in front of shops.

14. Any person who shall set or place, or cause or permit to be set or placed, any stall-board, chopping-block, show-board (on hinges or otherwise), basket-ware, merchandise, casks, or goods of any kind whatsoever, or shall hoop, place, wash, or cleanse, or shall cause to be hooped, placed, washed, or cleansed any pipe, barrel, cask, or vessel in or upon or over any carriage or foot way in any street or public place within the said Borough, or shall set out, lay, or place, or shall cause or procure, permit or suffer to be set out, laid, or placed any coach, cart, waggon,

wain, dray, wheelbarrow, handbarrow, sledge, truck, or other carriage upon any such carriageway, except for the necessary time of loading or unloading such cart, wain, waggon, dray, sledge, truck, or other carriage, or taking up or setting down any fare, or waiting for passengers (when actually hired), or harnessing or unharnessing the horses or other animals from such coach, cart, wain, waggon, dray, sledge, truck, or other carriage; or if any person shall set or place or cause to be set or placed in or upon or over any such carriage or footway any timber, stones, bricks, lime, or other materials or things for building whatsoever (unless the same shall be enclosed as herein directed), or any other matters or things whatsoever; or shall hang out or expose, or shall cause or permit to be hung out or exposed, any meat or offal, or other thing or matter whatsoever, from any house or other building or premises over any part of any such footway or carriageway, or over any area of any house or other building or premises, or any other matter or thing from and on the outside of the front or any other part of any house or other building or premises over or next under such street or public place, and shall not immediately remove all or any such matters or things, being thereto required by the Inspector of Nuisances or other proper officer of the Council; or if any person who having, in pursuance of any such requisition as aforesaid, removed or caused to be removed, any such stall-board, show-board, chopping-block, basket, vares, merchandise, casks, goods, coach, cart, wain, waggon, dray, wheelbarrow, handbarrow, sledge, meat, offal, or other things or matters whatsoever (save and except as aforesaid) in, upon, or over any such carriage or foot way of or next unto any such street or public place as aforesaid, shall upon conviction for every such offence forfeit and pay for the first offence a sum not exceeding forty shillings nor less than five shillings; for the second offence a sum not exceeding five pounds nor less than ten shillings; and for a third and every subsequent offence a sum not exceeding ten pounds nor less than one pound: Provided that nothing herein contained shall be deemed to prevent any person from placing an awning in front of his or her shop or house in such manner as that such awning shall be at least seven feet above the height of the footway, and that the posts be placed close up to the curbstone or outer edge of such footway.

Slop, night-soil, &c., to be conveyed away only at certain hours.

15. Any person or persons who shall drive or cause to be driven any cart or other carriage, with any night-soil or ammoniacal liquor therein, through or in any street or public place within the said Borough between the hours of five o'clock in the morning and ten o'clock at night, or shall fill any cart or other carriage so as to turn over, or cast any night-soil, ammoniacal liquor, slop, mire, or channel dirt, or filth in or upon any such street or public place within the said Borough; or shall deposit night-soil, ammoniacal liquor, or other offensive matter nearer to any street, road, or dwelling-house than shall be directed by the said Council, or by the Inspector of Nuisances; or shall remove night-soil or other offensive matter, otherwise than in properly covered and water-tight carts or other vehicles; or shall cause any vehicles used for this purpose to stand on any premises nearer to any road, street, or dwelling-house than shall be directed by the said Council or the said Inspector of Nuisances, shall for every such offence forfeit and pay any sum not exceeding five pounds; and in case the person so offending shall not be known to the said Council or Inspector, then the owner of such cart or carriage in which such night-soil or other offensive matter shall be put or placed, and also the employer of the person so offending, shall be liable to and forfeit and pay such penalty as aforesaid.

Riding on drays, careless driving, &c.

16. If the driver of any waggon, cart, or dray of any kind, shall ride upon any such carriage in any street as aforesaid, not having some person on foot to guide the same (such carts as are drawn by one horse and driven or guided with reins only excepted), or if the driver of any carriage whatsoever, shall wilfully be at such a distance from such carriage, or in such a situation whilst it shall be passing upon such street that he cannot have the direction and government of the horse or horses, or cattle drawing the same, or if the driver of any waggon, cart, dray, or coach, or other carriage whatsoever, meeting any other carriage, shall not keep his vehicle on the left or near side of the road, or if any person shall in any manner wilfully prevent any other person or persons from passing him or her or any carriage under his or her care upon such street, or by negligence or misbehaviour, prevent, hinder, or interrupt the free passage of any carriage or person in or upon the same, every such driver or person so offending shall upon conviction forfeit and pay any sum not exceeding forty shillings.

Riding or driving furiously.

17. Any person who shall ride or drive through or upon any street or public place, within the said Borough, so negligently, carelessly, or furiously that the safety of any other person be endangered, shall on conviction forfeit and pay a sum not exceeding ten pounds nor less than two pounds.

Washing vehicles at the pumps or fountains.

18. Any person who shall wash any description of vehicle at any pump, fountain, or water-works within the Borough, shall forfeit and pay for the first offence not more than twenty shillings nor less than five shillings, and for every subsequent offence not more than two pounds nor less than ten shillings.

Allowing vehicles to stand on reserves, &c.

19. Any person allowing a vehicle or vehicles to stand on the public reserve shall forfeit and pay a sum of not more than one pound nor less than five shillings for the first offence, and for every subsequent offence not more than two pounds nor less than ten shillings.

Allowing goods, &c., to stand on the reserve without the permission of the Mayor.

20. Any person or persons allowing goods of any description to stand and be exposed on the public reserve without permission of the Mayor, shall on conviction forfeit and pay a sum not more than twenty shillings nor less than five shillings.

Destroying or injuring trees or plants.

21. Any person or persons injuring or destroying any tree, plant, sapling, or shrub, planted in any street, reserve, square, or place within the said Borough, shall forfeit and pay for every such offence a sum not exceeding five pounds nor less than one pound.

Blasting rock.

No rock to be blasted without notice to the Council Clerk.

22. Any person who shall be desirous of blasting any rock within one hundred yards of any street or public place in the said Borough, shall give notice in writing twenty-four hours previously to the Council Clerk, who shall appoint a time when the same may take place and give such other directions as he may deem necessary for the public safety; and if any person shall fail to give such notice or shall not conform to the directions of the Council Clerk, he or she shall on conviction forfeit and pay for every such offence any sum not less than five pounds nor more than twenty pounds.

Public property.

Injuring or extinguishing lamps, &c.

23. Any person who shall wantonly or maliciously break or injure any lamp or lamp-post, or extinguishing any lamp set up for public convenience in the said Borough shall over and above the necessary expense of repairing the injury committed, forfeit and pay for every such offence any sum not less than one pound nor more than five pounds.

As to damaging public buildings.

24. Any person who shall damage any public building, toll-gate, toll-bar, toll-board, wall, parapet, fence, sluice, bridge, culvert, sewer, watercourse, or other public property within the said Borough, shall pay the costs of repairing the same; and if such damage be wilfully done shall forfeit and pay (in addition to the damage done) a sum not exceeding twenty pounds nor less than five pounds.

Nuisances.

Dead animals, &c., not to be thrown into any public watercourse, &c.

25. Any person who shall cast any filth, rubbish, or any dead animal, or any animal with intent of drowning into any public watercourse, sewer, waterhole, river, creek, or canal, or who shall suffer slops, suds, or filth of any kind to flow from his or her premises into any such watercourse, sewer, waterhole, river, creek, or canal, or who shall permit or suffer any such slops, suds, or filth to flow from his or her premises over any of the footways or streets of the Borough, or who shall permit or cause by means of pipes, shoots, channels, or other contrivances filth of any kind whatsoever to flow into any public watercourse, sewer, waterhole, river, creek, or canal, shall forfeit any sum not exceeding five pounds, and shall pay the costs of removing such filth or obstruction, or of restoring such sewer, watercourse, river, creek, or canal to its proper channel.

Swine not to kept, or swine, horse, or goat suffered to stray about the street, &c.

26. Any person who shall keep any kind of swine within forty yards of any street or public place in the said Borough, or shall suffer any swine, horse, ass, mule, sheep, goat, or other animal belonging to him or her, or under his or her charge, to stray or go about, or to be tethered or depastured in any street or public place, shall on conviction forfeit and pay for such offence a sum not exceeding two pounds nor less than five shillings.

As to private avenues.

27. Any owner or occupier of any house or place within the said Borough who shall neglect to keep clean all private avenues, passages, yards, and ways within the said premises, so as by such neglect to cause a nuisance by offensive smell or otherwise, shall on conviction forfeit and pay a sum not exceeding two pounds nor less than ten shillings.

Cleansing butchers' shambles, slaughter-houses, &c.

28. For preserving the cleanliness of the said Borough and the health of the inhabitants thereof, it shall be lawful for the Inspector of Nuisances or for any other officer or officers appointed by the Council from time to time, and when and so often as he or either of them shall see occasion to visit and inspect the butchers' shambles, slaughter-houses, tanneries, and establishments, and to give such directions concerning the cleansing of the said establishments both within and without as to him shall seem needful; and any butcher or the owner or occupier of any such shamble, slaughter-house, tannery, or establishment, who shall refuse or neglect to comply with such direction within a reasonable time shall forfeit and pay a sum not exceeding ten pounds nor less than ten shillings.

Inspection of premises, &c.

29. Upon the reasonable complaint of any householder that the house, premises, yards, closets, or drains of the neighbouring or adjoining premises are a nuisance or offensive, the Inspector of Nuisances or any other person appointed by the Council shall make an inspection of the premises complained of, and the officer of the Council shall have full power without any other authority than this by-law to go upon such premises for the aforesaid purpose.

30. Every person who, in any street or other public place or passage within the said Borough, to the obstruction, annoyance, or danger of the residents or passengers, shall commit any of the following offences shall on conviction for any and every such offence forfeit and pay a penalty of not more than two pounds:—

Every person who shall place any line, cord, or pole across any street, lane, or passage, or hang or place clothes thereon to the danger or annoyance of any person.

Every person who shall throw or cast from the roof or any part of any house or other building any slate, brick, part of a brick, wood, rubbish, or other material, or thing (unless within a hoard or enclosure when any house or building is being erected, pulled down, or repaired).

Every person who shall within the distance of one hundred yards from any dwelling-house burn any rags, bones, cork, or other offensive substance to the annoyance of any inhabitant.

Every person who shall be the keeper of, or have any dog or other animal which shall attack or endanger the life or limb of any person who may have the right of way, or use of any private yard, alley, street, or any other place within the said Borough.

PART V.

NOISOME AND OFFENSIVE TRADES.

No noisome or offensive trade to be carried on to the injury of any inhabitants.

1. No person shall carry on any noisome or offensive trade within the said Borough, so as to injure or be a nuisance as hereinafter stated to the inhabitants thereof.

Definition of "noisome and offensive trades."

2. Any manufacture, trade, calling, or operation, in the conducting, following, or carrying on of which, or in consequence of, or in connection therewith, or from the premises where the same is conducted, followed, or carried on, any gas, vapour, or effluvia, or any large quantities of smoke shall be evolved or discharged, which gas, vapour, effluvia, or smoke shall be calculated to injure animal or vegetable life, or in any other way to injure or be a nuisance to the inhabitants of the said Borough, shall be considered a "noisome and offensive trade" within the meaning of these by-laws.

Complaint.—Inquire and report.—Order of Council thereon.—Notice to discontinue, &c.—Penalty.

3. Upon complaint in writing by any householder that any noisome or offensive trade is being so followed, conducted, or carried on in the vicinity of his or her residence or property, so as to injure his or her health or the health of any member of his or her family, or to be a nuisance to such householder and to his or her family, the Inspector of Nuisances or any other person or persons appointed by the Council shall make an inspection of the premises where such trade is alleged to have been conducted, followed, or carried on as aforesaid, and of the premises or property of the complainant, and shall inquire into the grounds of such complaint, and shall report thereon to the said Council. And if the said Council shall, on the consideration of such report, or after such further inquiry as may be deemed necessary, be of opinion that such complaint is well-founded, and that any manufacture, trade, calling, or operation so complained of and so being conducted, followed, or carried on as aforesaid is a "noisome or offensive trade" within the meaning of these by-laws, notice shall be given to the person or persons conducting, following, or carrying on such trade to cease and discontinue the same within such reasonable time, not being less than one week nor more than one month,

as the said Council may direct, so as to conduct, follow, or carry on his, her, or their manufacture, trade, calling, or operation as that within such reasonable time as aforesaid, the same shall wholly and permanently cease to be noisome and offensive within the meaning of these by-laws, either to the said complainant or to any other resident within the said Borough. And if such trade shall not be discontinued as aforesaid, or shall not be so conducted as that it shall wholly cease to be noisome and offensive as aforesaid, within the time named in such notice as aforesaid, any person conducting, following, or carrying on such trade as aforesaid, shall, for every such offence forfeit and pay a sum of not less than ten pounds nor more than fifty pounds.

Service of Notice.—Liabilities.

4. Service of any such notice as aforesaid upon the occupier or owner of any premises or land wherein or whereon any such manufacture, trade, calling, or operation is being conducted, followed, or carried on, or is about to be commenced or entered upon, or at the last-known place of abode of such occupier or owner, or upon any person on the said premises or land, shall be a good and sufficient service of such notice for all the purposes of these by-laws. And every person who shall be actually engaged in superintending, directing, or managing, or who shall be in any other way actually engaged or employed in any such manufacture, trade, calling, or operation as aforesaid, shall be liable to be regarded and treated as a person conducting, following, or carrying on such manufacture, trade, calling, or operation within the meaning and for all the purposes of these by-laws.

PART VI.

PUBLIC EXHIBITIONS.

Exhibitions, &c., to be licensed.

1. No exhibition, other than exhibitions licensed by the Colonial Secretary under the provisions of the Act 14 Victoria No. 23, or exhibitions of a temporary character hereinafter specially provided for, shall be held or kept for hire or profit within the said Borough, nor shall any bowling-alley or other place of public amusement, other than a place licensed as aforesaid, or a place for temporary amusement hereinafter specially provided for, be used as such for hire or profit within the said Borough, unless and until the same shall be duly registered as hereinafter prescribed.

Temporary license by Mayor.—Penalty for exhibiting, &c., without license.

2. It shall be lawful for the Mayor, by writing under his hand and without charge, to permit any such exhibition as aforesaid, other than an exhibition requiring to be licensed by the Colonial Secretary under the said Act, and which shall not be held or kept for more than one week; and in like manner to allow any place within the said Borough to be used for purposes of public amusement other than entertainments requiring to be licensed as aforesaid for not more than one week: Provided that it shall be incumbent on such Mayor to inquire strictly as to the nature of such proposed exhibition or amusement before granting such permission, and to refuse such permission if it shall appear that such proposed exhibition or amusement is of such a nature as to require to be licensed by the Colonial Secretary as aforesaid, or if there shall be reasonable cause for believing that such exhibition or amusement will be likely to entail any violation of public decency, to endanger the public peace, or to be a nuisance to any inhabitant of the Borough. Every person holding or keeping any such exhibition, or using any place within the said Borough for public amusement as aforesaid, or causing or permitting such place to be so used without such permission of such Mayor, shall forfeit and pay a sum not less than five shillings nor more than forty shillings for every day that such exhibition shall be so held or kept, or such place shall be so used for public amusement as aforesaid.

Public buildings, &c., to be registered.

3. Every occupier of any building or ground in which any exhibition is held or kept, or any public amusement conducted as aforesaid, shall, in each year, register at the office of the Council, such building or ground, together with the description and situation thereof, and of the exhibition or amusement proposed to be there conducted as aforesaid, and the name of such occupier. And every person who causes, and every occupier of any building or land who permits any such exhibition to be held or kept, or any public amusement to be conducted for a longer period than one week in or on any such building or land, not being registered for the purpose, or without such certificate of registration as hereinafter mentioned having been obtained for the same, shall forfeit for every such offence any sum not less than one pound nor more than twenty pounds.

Certificate of registration, &c.

4. The Council, upon the written application of any such occupier as aforesaid, stating the particulars aforesaid, and if upon the inspection by the proper officer, the building or land

shall have been found to be secure and proper for the purpose stated, and if the proposed exhibition or amusement shall not be such as to require a license from the Colonial Secretary as aforesaid, and shall not be thought likely to entail any violation of public decency, or to endanger the public peace, or be a nuisance to any of the inhabitants of the said Borough, the said Council shall cause the aforesaid premises to be registered in a registry book to be kept for that purpose; and shall thereupon grant to the applicant a certificate of such registration of such premises; and the said Council may at any time, and for any of the causes hereafter mentioned, suspend for a stated period the effect of, or cancel any such registration, and shall forthwith give notice of such suspension or cancellation to the occupier of the registered building or land; and during such suspension, or after such cancellation, such premises shall be deemed to be unregistered in respect of the purpose mentioned in the certificate of registration, and such certificate shall be of no force or virtue.

Inspection.

5. The proper officer of the Council may, at all reasonable times, enter into or upon and inspect any such registered building or land.

No exhibitions, &c., on Sunday.

6. No such exhibition or place of public amusement as aforesaid shall be held or kept open or used for the purposes of such public amusements on Sunday, Christmas Day, or Good Friday. And every person offending against this by-law in this behalf shall on conviction forfeit and pay a sum not exceeding five pounds nor less than two pounds for every such offence.

Registration fee.—Time for which registration shall be in force.

7. For every such registration as aforesaid the occupier of the building or land so registered shall pay to the Council Clerk, for the benefit of the said Borough, a fee of one pound; and every such registration, whenever the same may be made, shall be in force until the thirty-first day of December then next ensuing and no longer.

Certificate of registration to operate as license for exhibition, &c., named therein and no other.

8. The certificate of registration shall be regarded as a license from the Council for the holding or keeping of the exhibition, or for the carrying on of the public amusement, therein mentioned, but for none other. Any occupier of such building or land who shall hold or keep therein or thereon any exhibition, or shall use such building or land for any public amusements other than that or those mentioned in such certificate or license, shall for every such offence forfeit and pay any sum not less than ten shillings nor more than ten pounds.

Unlawful games and exhibitions.

9. No license shall be granted as aforesaid to or for any building or land wherein or whereon any games with dice, or other games of chance for money, or any bull-baiting, dog-fighting, cockfighting, or other exhibitions or amusements opposed to public morality or involving cruelty to animals, or likely to cause a breach of the peace, are proposed to be had, held, or carried on; and the occupier of any building or land so registered as aforesaid, who shall permit any such game of chance or exhibitions or amusements as are in the section before-mentioned, to be had, held, or carried on in or upon such building, shall for every such offence forfeit and pay a sum of not less than ten shillings nor more than ten pounds.

Suspension or revocation of license.—Notice to be given and licensee to be allowed to show cause.

10. The effect of any such registration as aforesaid may be suspended or such registration may be cancelled, as the Council may think fit, for any of the following causes, namely:—Whenever the occupier of the registered building or land, or the manager of any such exhibition or amusement as aforesaid, held, kept, conducted, or carried on in or upon such building or ground, shall have been twice convicted of offences against these by-laws within a period of twelve months, or whenever it shall be shown to the satisfaction of the said Council that the superintendent, director, manager, or other person in charge of any such exhibition or amusement is a confirmed drunkard, or that any such exhibition or amusement is being conducted in such a manner as to violate public decency, to endanger the peace, or to become a nuisance to any of the inhabitants of the said Borough: Provided that before any such suspension or cancellation as aforesaid the occupier of such registered building or land shall have notice of the fact that the said Council is about to consider whether there shall be any such suspension or cancellation and of the cause for this proceeding, and shall be allowed to show cause against such suspension or cancellation before the same shall be ordered.

Construction of term "occupier."—Change in occupancy.—False statements.

11. Any person who shall superintend, direct, or manage, or shall be otherwise in charge of any such exhibition or public amusement as aforesaid, in or upon any such building or land as aforesaid, or who shall reside in or upon any such building

or land wherein or whereon any such exhibition or public amusement shall be held, kept, or carried on; or who, being the owner, lessee, or tenant of any such building or land, shall permit the same to be used for the purposes of any such exhibition or public amusement, shall be deemed the "occupier" of such building or land for all the purposes of these by-laws; and the said by-laws shall be held to be as applicable in every case to every number of such occupiers as to any single occupier; and every such occupier whose name shall have been so registered as such occupier, shall be deemed and taken to be and continue such occupier for all the purposes of these by-laws: Provided that in the event of any change in the occupancy of any such building or ground as aforesaid, it shall be competent for the parties concerned to notify the same by writing under their hands to the said Council Clerk, who shall lay such notification before the Council at its next meeting; and if after such inquiry as such Council may deem necessary, there shall seem to be no valid objection to such change of occupancy, a corresponding entry shall be made in the registry aforesaid, and a new certificate shall be issued, which shall be in force until the then next ensuing 31st day of December, and no longer; and for every such new certificate a fee of five shillings shall be paid to the Council Clerk for the benefit of the said Borough: And any person who shall make any false statement in any such application or notice as aforesaid as to any of the facts or particulars required by these by-laws to be stated in such application or notice, shall for every such offence forfeit and pay any sum not less than one pound nor more than twenty pounds.

BY-LAWS for the leasing, working, and management of the Borough of Mudgee Water-works.

1. Whosoever shall throw or cast into the reservoir, or the well supplying the same, any animal (dead or alive), or any rubbish, filth, stuff, or thing of any kind whatsoever, or shall do any act whatsoever whereby any water or water-works belonging to the said Borough, or any part thereof, shall be fouled, obstructed, or damaged, shall for the first offence forfeit and pay any sum not exceeding five pounds, and for any second or subsequent offence any sum not exceeding ten pounds nor less than five pounds.

2. Whosoever, being supplied with water by the said Council or their lessees from the water-works, or having or obtaining access to the same with or without the consent of the person or persons in charge, shall wilfully or negligently suffer any water to run to waste from the same, shall forfeit and pay for the first offence any sum not exceeding ten pounds, and for any second or subsequent offence a sum not exceeding twenty pounds nor less than ten pounds.

3. The Council shall from time to time be at liberty to lease, by tender or otherwise, the said water-works, to any person or persons, for such period or periods, and at such rent or rents, as they may think fit, and subject to such restrictions as to the hours at which the same shall be open to the public, and charges to be made for every load of water to be obtained therefrom, and other conditions, as may be necessary to preserve a faithful supply of water to the public.

4. The Council shall from time to time license such carts as, after inspection by the Town Clerk, shall be fit for public use, for hawking water for sale within the said Borough; and for every such license there shall be paid to the Council the sum of thirty shillings per annum.

5. Every such license shall be granted on the written application for the same of the owner, or if there be more owners than one of some one owner of the cart to be licensed, and in every such application shall be set forth truly the name and surname and place of abode of the applicant, and the like shall be set forth in the license when granted, which should be in the form in Schedule A hereto annexed or to the like effect.

6. Every such license shall be numbered and registered by the Town Clerk, and shall be in force for one year from the date thereof, or until the 31st day of December next ensuing; and the owner named in such license shall cause to be painted or marked, and to be kept so painted or marked, on some conspicuous place on the right or off side of the cart thereby licensed, the name of the Borough, with the number of such license, in legible letters and figures one inch in length and of a proportionate breadth, and the words "Licensed Water Cart" in the like letters; and every owner who shall omit or fail to comply with the provisions of this section shall forfeit and pay a sum not exceeding forty shillings.

7. Every owner and driver of a licensed water-cart shall keep such cart loaded with water during all times after sunset and before sunrise, and shall, if any building, premises, or property shall be on fire within the said Borough, attend at the place of such fire with such cart loaded with water, and shall continue to cart water by full loads to such place, and shall deliver such water in such manner as may be required by the Mayor or by any Alderman or officer or person duly authorized by the Council in that behalf, and then present, for extinguishing such fire; and every such owner or driver who shall, without

reasonable cause, fail to comply with the provisions of this section, shall forfeit a sum not exceeding five pounds.

8. There shall be paid out of the Borough funds to the owner or driver of every licensed water-cart who shall have attended with any water at the place of any fire as herein provided, and delivered the same as required for extinguishing such fire, such reasonable compensation as the Council shall by resolution have appointed in that behalf, and also to such owners and drivers of such carts as shall have first and second in order attended with loads of water, such further sums by way of reward as the Council may by similar resolutions have fixed.

9. Any licensed carter who shall sell or deliver for fee or reward any water within the said Borough, other than that obtained from the said water-works (save and except during such periods as the same may be closed by reason of accident thereto, or for repairs or cleansing), shall forfeit and pay for every offence a sum not exceeding forty shillings.

10. Any person (other than a licensed carter as aforesaid) who shall sell or deliver for fee or reward any water within the said Borough, shall for the first offence forfeit and pay a sum not exceeding forty shillings, and for every second and subsequent offence a sum not less than forty shillings nor more than five pounds.

11. Nothing herein contained shall prevent any inhabitant from drawing in his own cart water from the water-works at the price the same can be obtained by any licensed carter.

12. Any licensed carter who shall hire or lend his licensed cart to any inhabitant to obtain water (except during such

periods as aforesaid) shall forfeit and pay a sum not exceeding five pounds.

13. The Council may from time to time during such periods as the said water-works may be under lease or otherwise, fix the rate of payment for every load of water containing sixty gallons to be drawn therefrom, and appoint such officer to manage the same at such hours during which the said water-works shall be open to the public.

14. That all penalties sought for, and by virtue of these by-laws, shall be recoverable under section 193 of the Municipalities Act of 1867.

SCHEDULE A.

THIS is to certify, that a certain cart, No. _____, of which _____ of _____ is the owner, is hereby licensed to hawk water for sale within the Borough of Mudgee, from the date hereof to the 31st day of December next, subject nevertheless to all the by-laws, rules, and regulations in force relating thereto.

Made and passed by the Borough Council of Mudgee, on the 19th day of May, A.D. 1870.

GEO. WALKER,
Mayor.

H. M. INNES,
Town Clerk.
Town Hall, Mudgee.

1870.

NEW SOUTH WALES.

MUNICIPALITIES.

(BOROUGH OF PADDINGTON—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict., No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 10th August, 1870.

BOROUGH OF PADDINGTON.

BY-LAWS.

THE following By-laws made by the Council of the Borough of Paddington, for regulating their own proceedings—the collection of rates—the suppression of nuisances—the care and management of streets and roads, &c.—and generally maintaining the order and good government of the Borough,—having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the Municipalities Act of 1867.

CHARLES COWPER.

BY-LAWS for regulating the proceedings of the Council of the Borough of Paddington—the collection of rates—the suppression of nuisances—and the care and management of streets and roads, &c.—and generally maintaining the order and good government of the Borough.

PART I.

PROCEEDING of the Council and Committees—preservation of order at Council meetings—duties of officers and servants, &c.

Standing orders.

1. If at any meeting of the Council duly held the Mayor shall be absent at the expiration of fifteen minutes after the time appointed for holding the meeting, the members present shall choose for that meeting a Chairman from amongst themselves.

2. The Mayor or other Chairman may take part in all proceedings of the Council.

3. All questions duly proposed shall be put by the Mayor or other Chairman and the sense of the Council thereon shall be declared by him.

4. Every such question shall be put first in the affirmative and then in the negative, and this may be done as often as the Mayor or other Chairman may deem necessary for enabling him to decide which side has the majority.

5. If two or more members rise to speak at the same time the Mayor shall decide which of them is entitled to pre-eminence.

6. The Mayor or other Chairman shall preserve order and his decision on disputed points of order shall be final.

Order of business.

7. The business of each meeting of the Council shall be transacted in the following order:—

1. The reading and confirmation of minutes of previous meeting.

2. The reading of official correspondence.

3. The presentation of petitions.

4. Reports from Committees and minutes from the Mayor (if any) to be presented and ordered upon.

5. Questions as to any matters under the official cognizance of the Council to be put and replied to, and statements as to any facts, matters, or circumstances requiring attention by the Council, or of any of its Committees or officers to be made.

6. Motions of which notice has been given.

7. Orders of the day.

8. The question for confirming the minutes of the previous meeting shall be put by the Mayor or other Chairman immediately upon their being read, and no discussion thereon shall be allowed, except upon the point of accuracy.

9. Orders of the day shall comprise all business set down for the day by any previous meeting, or necessarily arising out of the proceedings of a former meeting.

Rules of debate.

10. Every member shall stand when speaking, and shall address the chair.

11. Except in committee, no member shall speak more than once upon the same question, unless in explanation when misrepresented or misunderstood: Provided, however, that the mover of every motion shall be allowed the right of reply; and provided further that any member shall be allowed to speak once on any amendment, as well as on the original motion; but the right of reply shall not extend to the mover of an amendment.

12. No member shall speak upon any motion or amendment for a longer period than fifteen minutes, unless by permission of the Council.

13. No member shall digress from the subject under discussion, nor make personal reflections on members, nor impute motives.

14. When any member shall use any expression which the Mayor shall think capable of being applied offensively to any other member, the member so offending shall be required by the Mayor or other Chairman to withdraw the expression and to make a satisfactory apology to the Council.

15. When any question of order arises it shall be taken into consideration immediately, and upon a member arising to order he shall be heard, and the member who was speaking shall sit down until the question of order has been decided.

16. Any member may require the question under discussion to be read for his information at any time during a debate, but not so as to interrupt any other member when speaking.

17. A debate may be adjourned to a later hour of the day, or to another day specified: And the member upon whose motion the debate is adjourned shall be entitled to pre-audience on the resumption of the debate.

Divisions.

18. It shall be competent for any member to divide the Council upon any question put from the chair, whether in Council or in Committee of the whole Council; and upon such division, those who are on the affirmative side shall place themselves on the Mayor's or other Chairman's right hand, and those who are on the negative shall place themselves on his left hand, and shall so remain until the names of all the members then present shall be taken down by the clerk then officiating.

19. All divisions of the Council shall be entered on the minutes of proceedings.

20. In divisions every member present shall be compelled to vote.

Motions.

21. No member shall make any motion (except when otherwise provided by the Act) but in pursuance of notice in writing delivered to the Council Clerk, four days before the day of meeting for which such motion is intended, with his signature thereto.

22. Motions shall be moved or postponed in the order in which they stand on the business paper or lapse.

23. No motion in Council shall be discussed unless and until it be seconded.

24. When a motion has been duly moved and seconded, it shall be the property of the Council, and shall not be withdrawn without the consent of the Council.

25. When a motion in Council shall have been made and seconded, any Alderman shall be at liberty to move an amendment thereon, but no such amendment shall be discussed unless and until it be seconded; and until it shall have been reduced to writing.

26. No second or subsequent amendment shall be taken into consideration until the previous amendment shall have been disposed of.

27. If an amendment be carried, the question as amended thereby shall become itself the question before the Council; whereupon any further amendment upon such question may be moved.

28. If any amendment either upon an original question or upon any question as amended as aforesaid shall be negatived, then a further amendment may be moved to the question to which such first-mentioned amendment was moved, and so on; provided that not more than one question and one proposed amendment thereof shall be before the Council at any one time.

29. Any motion for adjournment if seconded shall be put immediately, but if such motion be negatived it shall not be competent for any member to make a similar motion until at least half-an-hour shall have elapsed from the period of moving the one that has been negatived.

30. No motion, the effect of which if carried would be to rescind or be repugnant to any resolution which has been passed by the Council, shall be entertained during the same municipal year, unless a call of the whole Council be made for that purpose, and no such motion if negatived shall be again entertained during the same municipal year.

Petitions.

31. It shall be incumbent on any member presenting a petition, to acquaint himself with the contents thereof, and to report to the Council that it does not contain disrespectful language.

32. On the presentation of a petition, no debate thereon shall take place, and the only question that can be then entertained by the Council, shall be that the petition be received or that it be referred to a committee; provided however that a petition that has been received by the Council may be taken into consideration upon the notice of motion given as hereinbefore provided.

33. Every petition received by the Council shall be received only as the petition of the party or parties signing it; and no petition shall be received unless it bears at least one signature upon the sheet containing the petition.

Committees.

34. In a Committee of the whole Council the general rules of this Council shall be observed with the exception of the

rules limiting the number of times of speaking, and that motions shall be seconded.

35. Every Committee of which the Mayor is not an elected member, shall choose its own Chairman; the Chairman of every Committee shall be the convener thereof, and may direct the Council Clerk to call meetings whenever he shall think fit.

36. Every report of a Committee shall be signed by the Chairman thereof.

37. When the report of a Committee is presented to the Council, the question as to its reception may be moved and put at once, but it shall not be adopted or taken into consideration without notice of motion as hereinbefore provided.

38. There shall be three Standing Committees, to be called respectively — the Committee of Finance, the Improvement Committee, and the Committee for General Purposes.

39. The Standing Committees shall be appointed for the Municipal year, at the first meeting of Council after the election of Mayor. Any vacancies occurring therein during the year, shall be filled up by the Council.

40. All reports of Committees shall be fairly written upon foolscap paper, for the convenience of filing or binding.

Finance Committee.

41. The Mayor of the Borough shall be *ex officio* Chairman of the Finance Committee.

42. No accounts shall be disposed of by the Council until they have been examined and reported upon by the Finance Committee.

43. No payment out of the funds of the Corporation shall be made but such as are authorized by a vote of the Council: Provided always, that the Committee of Finance may at its own discretion authorize disbursements for current expenses, to any amount not exceeding five pounds, in any one week; and provided further, that in case of emergency, the Mayor, with the assent of any two Aldermen, may authorize the expenditure of any sum not exceeding twenty-five pounds, in all, during a recess; but all such discretionary payments whether by the Committee of Finance or by the Mayor, shall be reported to the Council at its next meeting.

44. All drafts upon the funds of the Borough shall be signed by the Mayor and one or more Alderman or Aldermen, authorized from time to time by the Council, and countersigned by the Council Clerk.

Improvement Committee.

45. No public works involving a probable expenditure of more than twenty-five pounds, shall be undertaken until the Committee of Works have reported to the Council an estimate of the probable cost thereof.

46. All accounts against the Corporation relating to works shall be examined by the Committee of Works; such as are found to be correct shall be certified and passed to the Committee of Finance.

Miscellaneous.

47. All matters which the Council shall think fit to refer to Committee, and which do not fall within the province of any other Standing Committee, shall be referred to the Committee of General Purposes: Provided, however, that the Council may, at any time, refer such matters to a Committee appointed for that particular business.

48. Before any proposed by-law is adopted by the Council a copy thereof shall be open for public inspection in the office of the Corporation not less than seven days.

49. Whenever the Council is adjourned for want of a quorum the names of the members then present, and the hour at which the adjournment takes place, shall be entered on the minutes.

50. Any member may record his protest against the decision of the Council, provided the protest be couched in respectful language and consistent with truth, and be handed to the Council Clerk, not later than the next Council meeting: And provided also that notice of his protest be given immediately on the passing of the resolution to which the protest refers.

51. The common seal, all charter deeds, muniments, and records of the Corporation shall be kept in the office of the said Corporation, in custody of the Mayor and Council Clerk, unless for any special purpose the Council shall order otherwise.

52. The common seal shall not be affixed to any document without the express authority of the Council; and every impression thereof shall be verified by the signatures of the Mayor and Council Clerk.

53. No officer or servant appointed by the Council shall be at liberty to show, lay open, or expose, any of the books, papers, or records of the Council to any person other than an Alderman without leave first had from the Council, except as provided by the Municipalities Act of 1867.

54. In cases where security is required by the Municipalities Act of 1867, no securities shall be accepted otherwise than by a vote of the Council; and it shall not be competent for the Council to accept as security any of its members or officers.

55. Any one of the standing orders may be suspended "*pro tempore*" in a case of emergency, if a majority of the Council then present shall deem such suspension necessary.

PART II.

COLLECTION AND ENFORCEMENT OF RATES.

Times and Modes of Collection.

1. All rates levied or imposed by the Council under the provisions of section 164 of the Municipalities Act of 1867, and for the purposes mentioned in the said section, shall be held to be due and payable at the Council Chambers, within thirty days after service of notice; provided half the amount due by any ratepayer together with all arrears of rates, if any, be paid within the said period of thirty days after notice the same shall be received as payment on account. And a further period of three months shall be allowed for payment of the residue: Provided further that if any person shall fail to make such payment within the thirty days aforesaid, or on account as aforesaid legal proceeding be forthwith taken for the recovery of the whole amount due from such person that is to say,—for the recovery of the present year's rates, and of all arrears if any; and where a payment on account as aforesaid, shall have been made within the period allowed for such payment and a further period of three months shall have elapsed without payment of the balance, legal proceeding be forthwith taken for the recovery of the same.

2. All persons liable to pay any rates as aforesaid, shall pay the amount thereof, within the time or times prescribed in the foregoing by-law, into the office of the Council Clerk, during office hours, that is to say,—on Mondays between the hours of 9 a.m. and 3 p.m., and on Tuesdays and Thursdays, between the hours of 3 p.m. and 7 p.m.

3. It shall be the duty of the Council Clerk, to furnish the Mayor with a list of the names of all persons whose rates are unpaid at the expiration of the times fixed for payment of the same as aforesaid.

4. It shall be the duty of the Mayor to issue distress warrants against all such persons, and to cause such warrants to be enforced; or to cause such defaulters to be sued for the amount of such rates in a Court of competent jurisdiction.

Enforcement by distress.

5. The Bailiff shall be appointed by resolution of the said Council, and shall be at any time removable by a like resolution.

6. The Bailiff shall find two sureties to the satisfaction of the Mayor to the extent of fifty pounds each for the faithful performance of his duty.

7. It shall be the duty of the Bailiff to make all levies by distress for the recovery of rates in the manner hereinafter provided.

8. All levies and distresses shall be made under warrant in the form of Schedule A hereto under the hand of the Mayor.

9. If the sum for which any such distress shall have been made shall not be paid, with costs as hereinafter provided, on or before the expiration of five days, the Bailiff shall sell the goods so distrained, or a sufficient portion thereof, by public auction, either on the premises or at such other place within the said Borough as the Bailiff may think proper to remove them to for such purpose, and shall pay over the surplus (if any) that may remain after deducting the amount of the sum distrained for, and costs as hereinafter provided, to the owner of the goods so sold, on demand of such surplus by the owner.

10. At the time of making a distress, the Bailiff shall make out a written inventory in the form of Schedule B hereto, which inventory shall be delivered to the occupant of the land or premises, or the owner of the goods so distrained, or to some person on his or her behalf, resident at the place where the distress shall be made; and in case there shall be no person at such place with whom such inventory can be left as aforesaid, then such inventory shall be posted on some conspicuous part of the land or premises on which the distress is made, and the Bailiff shall give a copy of the inventory to the ratepayer, on demand, at any time within one month after the making of such distress.

11. The Bailiff on making a distress as aforesaid, may impound or otherwise secure the goods or chattels so distrained, of what nature or kind soever, in such place or places or in such part of the land or premises chargeable with rates as shall be most fit and convenient for this purpose; and it shall be lawful for any person whomsoever, after the expiration of five days hereinafter mentioned, to come and go to and from such place or part of the said land or premises where such goods or chattels shall be impounded and secured as aforesaid in order to view and buy, and in order to carry off and remove the same, on account of the purchaser thereof.

12. The owner of any goods or chattels so distrained upon may, at his or her option, direct and specify the order in which they shall be successively sold, and the said goods or chattels shall in such case be put up for sale according to such direction.

13. The Bailiff shall hand over to the Council Clerk all proceeds of every such distress, within forty-eight hours after having received the same.

14. There shall be payable to the Bailiff for the use of the Council for every levy and distress made under this By-law, the costs and charges hereunto annexed marked C.

SCHEDULE A.

Warrant of Distress.

I Mayor of the Borough of Paddington, do hereby authorize you the Bailiff of the said Borough, to distrain the goods and chattels in the dwelling-house or in and upon the land and premises of situate at for being the amount of municipal rates due to the said Borough to the day of for the said dwelling-house (or land or premises as the case may be) and to proceed thereon for the recovery of the rates according to law.

Dated this day of 18 .

Mayor.

SCHEDULE B.

Inventory.

I HAVE this day in virtue of the warrant under the hand of the Mayor of the Borough of Paddington, dated distrained the following goods and chattels in the dwelling-house (or in upon the land and premises) of situate at within the said Borough for being the amount of rates due to the said Borough to the day of

Dated this day of 18 .

Bailiff.

SCHEDULE C.

Fees to Bailiff.

	s.	d.
1st. For making every entry and inventory in the execution of warrant	5	0
2nd. If in possession more than five hours.....	5	0
3rd. For every other day and part of a day ...	5	0
And 5 per cent. on the net amount of sale.		

PART III.

SUPPRESSION OF NUISANCES.

1. Upon the representation of any respectable householder that the house, premises, yard, closets, or drains of the adjoining premises are a nuisance or offensive, the Mayor or any two Aldermen shall cause an inspection to be made of the premises complained of, and if such premises shall be found to be a nuisance or otherwise offensive, notice shall be given to the occupier or owner thereof in writing that if within seven days after such notice the nuisance shall not be removed or abated the occupier or owner (as the case may be) of the aforesaid premises shall be liable to a penalty not exceeding ten pounds nor less than ten shillings.

2. Any person who shall cast any filth, rubbish, or any dead animal into any public watercourse, sewer, or waterhole; or who shall suffer any dead animal to remain upon his or her land or premises to become a nuisance or otherwise offensive; or who shall permit any filth to flow from his or her premises over any of the footways or streets of the Borough; or shall permit or cause, by means of pipes, channels, or other contrivances, filth from closets to flow into any public watercourse, sewer, or waterhole; or shall obstruct or divert from its channel any such sewer or watercourse, shall forfeit any sum not exceeding five pounds, and shall pay the cost of removing such filth or obstruction or of restoring such sewer or watercourse to its proper channel.

3. For preserving the cleanliness of the said Borough and the health of the inhabitants thereof, it shall be lawful for the Inspector of Nuisances, or for any other officer or officers appointed from time to time by the Council, and when, and as often as he or either of them shall see occasion to visit and inspect any house, land, or premises within the said Borough, and to give such directions concerning the cleansing the aforesaid premises as to him or them shall seem necessary, and any occupier or owner of such premises who shall refuse or neglect to comply with such directions within a reasonable time shall forfeit and pay a sum not exceeding five pounds nor less than ten shillings.

Houses of ill-fame.

4. Upon representation by any respectable ratepayer that any house or premises within the Borough, and near to the residence of such ratepayer is of ill-fame, it shall be lawful for the Mayor or any two Aldermen to cause the residents of such house or premises to furnish to the Council a list of names, ages, sexes, and occupation of all the inmates of the said house or premises: And upon non-compliance with such request, or if upon consideration the said Mayor or other Aldermen consider the house to be one of ill-fame, they shall, with the sanction of the Council, declare the same to be a nuisance; and shall cause a notice, in writing, to be served upon the holder of such house or premises, or any person resident or being

therein, to discontinue or abate the said nuisance within forty-eight hours after such notice. And if such nuisance be not so abated the holder of such house or premises, or other person residing or being therein, and acting as such holder, shall be liable to be proceeded against for such nuisance, and shall on conviction thereof, forfeit and pay any sum not less than two pounds nor more than twenty pounds. And if such nuisance shall not be abated within forty-eight hours after such conviction such holder of such house, or such other person residing or being therein as aforesaid, shall forfeit and pay for such second offence a sum not less than five pounds nor more than fifty pounds. And if a further period of forty-eight hours shall elapse after such second conviction, without the abatement of such nuisance, such holder of such house, or other person residing or being therein as aforesaid, shall for such third offence forfeit and pay any sum not less than ten pounds nor more than fifty pounds.

PART IV.

CARE AND MANAGEMENT OF STREETS AND ROADS.

New Roads.

1. No new public road, street, way, park, or other place to be dedicated to the public, shall be taken under the charge and management of the Council until after such road, street, way, or park shall have been examined by the Committee for Works, and reported upon to the Council by such Committee.

Change of levels.

2. Whenever it may be deemed necessary to alter the level of any street, road, or way, the Council shall cause a plan and section, showing the proposed cuttings and fillings, to be exhibited at the Council Chamber for fourteen days, for the information and inspection of ratepayers, and shall notify by some newspaper circulating in the Borough that such plan is so open to inspection. At a subsequent meeting of the Council the said plan and section shall, if adopted, be signed by the Mayor or Chairman, and countersigned by the Council Clerk, and such plan so signed and countersigned shall be a record of the Council.

No turf, &c., to be removed from streets.

3. Any person who shall form, dig, or open any drain or sewer, or remove or cause to be removed any turf, clay, sand, soil, gravel, stone, or other material, in or from any part of the carriage or foot way of any street, or other public place, within the said Borough without leave first had and obtained from the Council, or who shall wantonly break up or otherwise damage any such carriage or foot way, shall, on conviction, forfeit and pay for every such offence any sum not exceeding five pounds, nor less than ten shillings.

Holes, &c., to be enclosed.

4. Any person or persons who shall dig or make, or cause to be made or dug, any hole, or leave or cause to be left any hole adjoining or near to any street or public place within the said Borough, for the purpose of making any vault or vaults, or the foundation or foundations to any house or other building, or for any other purpose whatsoever, or shall erect or pull down any building, and shall not forthwith enclose the same and keep the same enclosed in a good and sufficient manner, to the satisfaction of the Council of the said Borough, or shall keep up, or cause to be kept up and continued, any such enclosure for any time which shall be longer than shall be absolutely necessary in the opinion of the said Council, and shall not place lights upon each side of the said enclosure, and keep the same constantly

burning, from sunset till sunrise, during the continuance of such enclosure, shall forfeit and pay, for every such refusal or neglect, any sum not being less than forty shillings, nor exceeding five pounds.

Temporary stoppage of traffic for repairs, &c.

5. The Committee of Works, or any officer or person acting under the authority of such Committee, may at any time cause the traffic of any street, lane, or thoroughfare, or any portion thereof, to be stopped for the purpose of repairing the same, or for any necessary purpose; and any person or persons offending against this by-law, either by travelling on such street, lane, or thoroughfare, or by removing or destroying any obstruction that may be placed thereon for the purpose of suspending the traffic, shall forfeit and pay a penalty of any sum not exceeding five pounds for every such offence.

Blasting Rock.

6. Any person who shall be desirous of blasting any rock within one hundred yards of any street or public place within the said borough, shall give notice in writing previously to the Council Clerk, who shall appoint a time when the same shall take place, and give such other directions as he may deem necessary for the public safety; and if any person shall blast or cause to be blasted any rock within the limits aforesaid without giving such notice, or shall not conform to the directions given to him by the said Council Clerk, he or she shall, on conviction, forfeit and pay for every such offence any sum not less than five pounds, nor more than twenty pounds.

Preventing and extinguishing Fires.

7. Every person who shall place, or knowingly permit to be placed in any house, yard, workshop, out-offices, or other premises, fire, gunpowder, or combustible or inflammable materials of any kind in such a manner as to endanger contiguous buildings, shall, on conviction of every such offence, forfeit and pay a penalty of not more than five pounds; and shall forthwith remove such fire, gunpowder, or combustible or inflammable materials. And every such person, who shall suffer any fire, gunpowder, or combustible or inflammable materials to remain as aforesaid for seven days after any such conviction, shall be deemed guilty of a further offence against this by-law.

Public Pumps.

8. Whosoever having access to any or either of the public pumps within the said Borough, belonging to the said Council, for the taking of water therefrom or otherwise, who shall wilfully or negligently suffer any water to run to waste from any pump from or by which he or she shall be supplied, or to which he or she has access, or shall by him or herself or by any of his or her employes supply water in any quantity to contractors or others for building purposes, or shall use such water from said pumps for the purpose of washing horses or carriages, or shall use the said water for any purpose excepting for household purposes, or who shall in any way injure any or either of the said pumps shall, on conviction, forfeit and pay for every such offence a sum not exceeding forty shillings, and not less than five shillings, in addition to the amount of damage that might be occasioned.

Made and passed by the Municipal Council of the Borough of Paddington, on the 14th day of June, one thousand eight hundred and seventy.

JESSE COWLEY,
Council Clerk.

ROBERT CAMPBELL,
Mayor.

1870.

NEW SOUTH WALES.

MUNICIPALITIES.

(BOROUGH OF ALEXANDRIA—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict., No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 23rd August, 1870.

BOROUGH OF ALEXANDRIA.

THE following By-laws, made by the Council of the Borough of Alexandria, for regulating their own proceedings—for collection and enforcement of rates—for preventing and the extinguishing fires—for the suppression of nuisances—for the care and management of the public roads and streets—for the licensing of vehicles plying for hire—and for the general good management of the Municipality—having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the Municipalities Act of 1867.

CHARLES COWPER.

BOROUGH OF ALEXANDRIA.

BY-LAWS.

BY-LAWS for regulating the proceedings of the Council of the Borough of Alexandria—for the collection and enforcement of rates—for preventing and extinguishing fires—for the suppression of nuisances—for the care and management of the public roads and streets—for the licensing of vehicles plying for hire—and general good government of the Municipality.

General duties of the Mayor or presiding Alderman.

1. The Mayor, presiding Alderman, or Chairman at any Committee meeting shall preserve order, and his ruling upon all matters shall be final, and no argument or discussion shall ensue thereon, but he shall state his reasons for such decision.
2. The Mayor, presiding Alderman, or Chairman shall put all questions and declare the sense of the Council or Committee thereon.
3. The Mayor, presiding Alderman, or Chairman shall decide as to pre-audience of members where two or more desire to speak, and may call any member to order for refusing to comply with his decision, or speaking a second time upon the same subject unless in explanation.
4. Every Alderman introducing a motion shall have the right of reply, and of speaking once on every amendment.
5. Every motion duly put and seconded shall be put first in the affirmative and then in the negative, and the Mayor, presiding Alderman, or Chairman may, if he thinks fit, call upon the members to divide, in order that the correct sense of the meeting may be ascertained.

Meetings of the Council.

6. The Council shall meet for the dispatch of business at half past seven o'clock P.M. on every alternate Wednesday, but when such day shall be a holiday the Mayor shall appoint such other day for holding the meeting as he may think fit, not exceeding four days earlier or later than the said holiday.

7. In the event of a quorum not being present within half an hour after the time appointed for such meeting of the Council, the names of the Aldermen present shall be taken down and entered into the minute-book by the Council Clerk; and each Alderman absent shall pay a fine as hereinafter provided, such fine to be remitted only in case of accident, illness, or other causes which shall be laid before the Council at the next meeting by letter from the absentee, and by them deemed satisfactory.

8. Every Alderman being absent from a meeting of the Council as aforesaid, shall for every offence forfeit the sum of two shillings and sixpence sterling; and all such fines and penalties so incurred shall be paid to the Council Clerk within ten days after the person so fined shall have received or had left at his residence a notice of such fine; and in case of default the Mayor shall enforce the payment thereof under the provisions of the Municipalities Act of 1867. All such fines to be carried to the credit of the Borough funds.

Order of business.

9. The Minutes of the last meeting shall be read, and if no objection be taken as to their correctness, the Mayor or presiding Alderman shall thereupon sign the same; but if any objection be made as to their correctness or any part thereof, the question shall be put to the Council, and if the Council shall so decide the alteration shall be made; and such alterations shall be signed in the margin by the Mayor or presiding Alderman, and the Council Clerk.

10. After the confirmation of the minutes of the preceding meeting, the order of business shall be as follows:—

11. Reading of correspondence.
12. The presentation of Petitions.
13. Reports of Committees.
14. Motions of which notice has been given.
15. Questions of which notice had been given at the last meeting of the Council.

Conduct of business.

16. Every Alderman shall stand while speaking, and shall address the Mayor or Chairman.

17. Every Alderman shall confine his remarks to the subject before the Council.

18. No Alderman shall make any remarks of an offensive or personal nature upon any Alderman or officer of the Council.

19. No member shall speak longer than ten minutes on any subject under debate, except it be the mover of any motion, and he shall not speak for a longer period than twenty minutes unless by consent of the Council previously obtained.

20. A debate, by motion, may be adjourned to any time.

21. All Petitions shall be presented by an Alderman, and read by him to the Council; and no Petition shall be received unless its reception be moved, seconded, and carried.

22. All notices of motion shall be in writing, signed by the mover, and delivered to the Council Clerk four clear days before the day of meeting.

23. The Council shall vote by show of hands, and every Alderman present shall be compelled to vote, excepting the Mayor or Chairman.

24. No member shall interrupt another while speaking, by any acclamation or other expressions of approval or dissent.

25. Amendments, after being seconded, shall be put and disposed of in the order in which they stand, beginning at the last and proceeding inversely until carried or the whole has been lost, when the motion shall be put.

26. All amendments shall be given by the mover to the Council Clerk in writing.

27. No motion to rescind a resolution, or to affect it in any way shall be put upon the business paper, unless by consent of a majority at a call of the whole Council.

28. A call of the whole Council may be ordered by resolution of which due notice has been given.

29. Whenever any matter of order arises, it shall be taken into consideration immediately; and upon a member rising to order he shall be heard, and the member who was speaking shall sit down until the question of order has been decided; but in case any Alderman called to order, or requested to sit down, refuses to obey the ruling of the Mayor or Chairman, he shall pay a fine of five shillings.

30. The Council Clerk shall make out a paper, to be called the Business Paper, which shall contain all matters to be considered; and all such papers shall be filed, and become records of the Council.

31. All such business papers shall be indorsed in the margin by the Mayor or Chairman, specifying the manner in which each matter has been disposed of.

Committees.

32. There shall be three permanent Committees, viz., the Finance—the Improvement—and By-law, and all reports of Committees shall be signed by the Chairman.

33. No expenses shall be incurred until the probable cost is first ascertained.

34. The Mayor may in cases of emergency authorize the expenditure of any sum not exceeding five pounds, and by request of not less than three Aldermen given to him in writing under their signatures may for a like reason authorize the expenditure of a sum not exceeding ten pounds, but no further expenditure shall be permitted until the Council shall have met and approved of the outlay.

Collection of rates.

35. All rates made by the Council may be paid half-yearly, viz., within seven days after the expiration of the thirty days allowed by law, and on or before the 31st day of August in each year, and shall be paid to the Council Clerk at the Council Chambers during office hours.

36. The Council Clerk shall, at the expiration of the dates before mentioned, lay before the Council a list of all persons whose rates are in arrears.

37. The Mayor shall take immediate steps to enforce payment of all rates due as aforesaid, either by summons or distress warrant, by resolution of the Council.

38. The Council may appoint a Bailiff, who shall make all levies or distresses for the recovery of any rates under the warrant of the Mayor, according to Schedule A hereto annexed.

39. The Bailiff shall be paid for all levies, entries, distresses, and warrants, made under these By-laws, according to Schedule B hereto annexed.

40. The Bailiff shall at the time of making any distress make out an inventory of all goods, live-stock, land, houses, or other property, and shall deliver a copy thereof to the owner of the property or goods so distrained thereon, or the occupier thereof, or to some person on his or her behalf; or in the absence of any such owner or occupier, then such inventory shall be posted on some part of the premises, and a like copy shall be delivered to the Council Clerk.

41. It shall be lawful for the Bailiff and such assistants as he may require to enter into and upon any land, buildings, or other property in respect of which a warrant has been issued for the recovery of rates as aforesaid, and to distrain goods therein and thereon, and to remain in charge of such building or other property; and if the sum for which such distress shall have been made or taken be not paid on or before the expiration of five days, it shall be lawful to sell the said goods or any part thereof by public auction, either on the premises or at any other place within the Borough, and the surplus (if any) that may remain after deducting the costs, in addition to the sum distrained for, shall be paid over to the owner of the goods so sold.

42. The Bailiff shall, within forty-eight hours after such sale, deliver to the Council Clerk the proceeds thereof, as also the inventory of the effects so sold.

43. In the temporary absence of the Bailiff through illness or business, the Mayor may appoint a substitute.

Management of roads and streets.

44. No person shall erect any house or other building in any street, road, or lane in the Borough, without giving notice thereof in writing to the Council Clerk, describing the nature and situation of the intended erection; and the person giving such notice shall be entitled to receive from the Council, within seven days after receiving such notice, an authority to proceed with the said building, upon payment to the Council Clerk of a fee of two shillings and sixpence, without which authority no such buildings shall be erected under a penalty of one pound.

45. No person shall be permitted to encroach beyond the building-line in any road, street, or lane under the control of the Council, by the erection of houses, verandahs, steps, fences, or any other obstruction, under a penalty of one pound.

46. Any person erecting such obstruction as aforesaid, and not removing the same within fourteen days from the date of notice served on the premises or ground complained of, shall be liable to a penalty of not less than forty shillings nor more than five pounds.

47. All houses within the Municipality having frontages to a main thoroughfare being kerbed and guttered, shall be sufficiently spouted with down-piping to be laid under the footpath and kerb into the gutter, under a penalty of five shillings.

48. No person shall throw or deposit any rubbish, dead fowls or animals of any description, or offensive matter, into any road, street, lane, footpath, gutter, or any ground near to a public way, under a penalty of five shillings.

49. No driver or other person shall wilfully or negligently do, or cause to be done, any damage or injury to the kerbstones, gutters, or footpaths, or to drive any horses, cattle, or other animals, or wheeled vehicles of any description on the footpaths, under a penalty of ten shillings.

50. No person shall be allowed to place any building materials on the footpaths, unless by the sanction of the Mayor in writing, countersigned by the Council Clerk; and any building materials so placed, or any open cutting or excavations, shall be protected by two lights, to be kept burning from dark until daylight; and for every such authority as aforesaid the sum of two shillings and sixpence shall be charged.

51. No person shall place on the footpath or in the gutter, any cart, barrow, goods, or produce of any kind to the obstruction of the public, under a penalty of ten shillings.

52. All horses, cattle, goats, pigs, or other animals straying in any road, street, or lane in the Municipality shall be impounded, or the owner fined to the amount of ten shillings for each beast found so straying.

Prevention of fires.

53. No person shall place or permit to be placed in any house, workshop, or other building, fire, gunpowder, or combustible or inflammable material of any kind so as to endanger contiguous buildings.

54. The Inspector of Nuisances shall upon receiving a representation in writing that fire is being used or combustible matter stored to the danger of adjoining buildings, proceed to the premises complained of, and shall if he thinks necessary cause the danger to be removed immediately.

Suppression of nuisances.

55. No person residing in the Borough shall be allowed to permit his or her premises, closets, or drains to be offensive to the neighbours.

56. No offensive trade shall be permitted to the inconvenience or annoyance of any resident in the Municipality.

57. No person shall breed or keep swine in any house, yard, building, or enclosure of any description situate within forty yards of any public road or thoroughfare, under a penalty of not less than forty shillings nor more than five pounds for every offence.

58. The Inspector of Nuisances may at any reasonable hour enter into and upon any premises, stall, or place where meat, fish, or other articles of food are kept for sale, and examine the same, and if any such articles shall appear to him to be unfit for

human food, he shall seize the same; and if it shall appear to any Justice of the Peace, upon evidence, to be unwholesome, he shall order it to be destroyed, and the owner thereof, or the person in charge of the premises in which it was found, shall be liable to a penalty of not less than forty shillings nor more than five pounds.

Penalty.

For every offence against these By-laws except as otherwise provided the offender shall be liable to and shall pay a penalty of not less than ten shillings nor more than five pounds, to be recovered before any two Justices of the Peace: And all fines and penalties imposed by these By-laws shall be recoverable in a summary way before any Justice of the Peace.

SCHEDULE A.

I, Mayor of the Borough of Alexandria, do hereby authorize you Bailiff of the said Borough, to distrain the goods and chattels in the dwelling-house or in and upon the land and premises of situate at for the sum of being the amount of municipal rates due to the said Borough, to the day of for the said dwelling-house, land, or premises, and to proceed thereon for the recovery of the said rates according to law.—Dated this day of 18 .

Mayor.

SCHEDULE B.

Fees of Bailiff.

	s. d.
For every warrant	3 6
For making every entry and inventory in the execution of the warrant	3 0
If in possession five hours	5 0
For every other day or part of a day	6 0
And five $\frac{1}{4}$ cent on net amount of sale.	

Inventory.

I HAVE this day, in virtue of a warrant under the hand of the Mayor of the Borough of Alexandria, dated distrained the following goods and chattels in the dwelling-house, or in or upon the land and premises of situate within the said Borough, for the sum of being the amount of rates due to the said Borough to the day of 18 .

Dated this day of 18 .

Bailiff.

Made and passed by the Council of the Borough of Alexandria, this 6th day of May, 1870.

WILLIAM BRYANT,

DONALD BRATSON,
Council Clerk.

Mayor.

1870-71.

NEW SOUTH WALES.

MUNICIPALITIES.

(BOROUGH OF ALEXANDRIA—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict., No. 12, sec. 158.

Colonial Secretary's Office, Sydney, 5th June, 1871.

BOROUGH OF ALEXANDRIA.

THE following By-laws, made by the Municipal Council of Alexandria, for the establishment of a Toll-bar on the Mitchell Road, and the collection of Tolls thereat, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the Municipalities Act of 1867.

JOHN ROBERTSON.

WHEREAS it has been deemed expedient by the Municipal Council of the Borough of Alexandria to place a Toll-gate on the Mitchell Road, for the purpose of collecting tolls for the maintenance and repairs of the said road; they, the said Municipal Council, have agreed to the following By-laws for establishing and regulating the same, for the scale of tolls to be levied, and for collection of said tolls:—

1st. That a gate be erected on the Mitchell Road, at the junction of the Erskineville Road, with a bar across the said Erskineville Road.

2nd. That the following scale of tolls be levied on every vehicle or animal passing through the said gate each time, the said vehicles being allowed to return without such toll being demanded:—

	s.	d.
For every sheep, goat, or pig.....	0	0½
For every ox or head of neat cattle	0	1
For every horse, mare, gelding, ass, or mule	0	1
For every cart, dray, or other such vehicle with two wheels, drawn by one horse or other animal	0	2
If drawn by two horses or other animals.....	0	3
And for every additional horse or other animal.....	0	1
And for every wain, waggon, or other such carriage with four wheels, drawn by two horses or other animals.....	0	4
And for every additional horse or other animal drawing such carriage.....	0	1
For ever gig, chaise, or other such carriage with two wheels, drawn by one horse or other animal	0	3
If drawn by two horses or other animals.....	0	4

	s.	d.
For every coach, chariot, or other such carriage with four wheels, and drawn by one horse or other animal	0	5
If drawn by two horses or other animals	0	6
And for every additional horse or other animal.....	0	1

3rd. That for every vehicle with four wheels, usually drawn by two or more horses, affixed, tied, or secured to any other vehicle, there shall be paid for such vehicle the same rate of toll as if drawn by two horses.

And for every vehicle with two wheels the same rate of toll as if drawn by one horse.

Provided always that if any such vehicle so tied or secured to any other vehicle, shall contain any goods, other than the harness thereto belonging, and such articles of package as may be necessary for the protection of such carriage or passengers, the same shall be liable to double the toll hereby imposed.

4th. And be it hereby enacted, that the tolls hereby levied shall be doubled on each and every Sunday.

5th. The said Toll-gate, with the power of levying tolls, shall be sold by auction, on the first day of July in every year; but the Council will reserve the right of disposing of the said toll-gate in any manner they shall deem expedient.

And further, that all persons using the said road, together with lessees, tenants, or other persons having charge of the toll-gate, and all persons whom these By-laws may affect, shall be subject to the Act of the Legislature of New South Wales 2nd William the Fourth No. 12, entitled the Tolls Act.

Council Chambers, Alexandria, March 10th, 1871.

JAMES JONES, Council Clerk.

1870.

NEW SOUTH WALES.

MUNICIPALITIES.

(BOROUGH OF ST. LEONARDS—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict., No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 14th September, 1870.

BOROUGH OF ST. LEONARDS.

THE following By-laws, made by the Council of the Borough of St. Leonards, for the care and management of the public streets and roads, and for the suppression of nuisances within that Borough, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the Municipalities Act of 1867.

CHARLES COWPER.

BOROUGH OF ST. LEONARDS.

BY-LAWS for the care and management of the public streets and roads.

1. No person shall be at liberty to enter upon any road, street, or lane within this Borough, for the purpose of opening any drain or sewer, or to remove any stone, sand, gravel, or turf, or to cut down trees thereon, without leave being first obtained from the Council or their proper officer; and any person who shall offend against this By-law shall pay a sum not exceeding five pounds.
2. Whenever it shall be deemed necessary to alter the level of any street, road, or lane, a plan and section showing the proposed alteration of level shall be prepared, and exhibited at the Council Chambers for thirty days, for the information and inspection of rate-payers. Notice by at least two advertisements in some newspaper circulating in the Borough shall be given that such plan may be seen at the Council Chambers; and if no notice of objection to such alteration of level be received within the above-named period, and such altered level be adopted by the Council, thereafter no person interested therein shall have any claim for compensation in respect of any such alteration of level.
3. The Council may, by their proper officer, at any time, cause the traffic of any road, street, or lane, or any portion thereof, to be stopped for the purpose of repairing the same, or for any other necessary purpose; and any person removing any obstruction placed by the Council for the purpose of stopping the traffic of any street, road, or lane as aforesaid, or travelling over any road, street, or lane, or portion thereof, on which the traffic is so suspended, shall for every such offence pay a penalty of not exceeding five pounds.
4. Any person who shall haul, draw, or cause to be hauled or drawn, upon any part of any road, street, or lane, any timber, stone, or other thing otherwise than upon wheeled vehicles, or shall suffer any timber to trail or drag upon any part of any such road, or street, or lane, to the injury thereof, shall upon conviction pay a penalty not exceeding five pounds.
5. No person shall be allowed to drive any wheeled vehicle along any gutter to the injury of any kerb, or gutter, or stone; nor to ride, or drive, or lead any vehicle or animal along any footpath, under a penalty of not exceeding five pounds.
6. No person shall be allowed to place upon any of the roads, streets, or footways any bricks, stone, lime, sand, timber, or any other building materials, without the sanction, in writing, of the proper officer of the Council, under a penalty not exceeding five pounds.
7. Whenever any building or excavation is being carried on adjoining or fronting any street, road, or lane, the proprietor will be required to protect the same by proper hoarding, and to provide proper lights if directed to do so by the proper officer of the Council, and to keep the same lighted from sunset to sunrise, under a penalty of not exceeding five pounds.
8. In case any person should desire access to any private right of way, yard, or other premises, such person shall at his own expense form and maintain a crossing over the gutter and footpath, to be constructed of such form and material as the Council by their officer shall direct, and be subject to his approval.
9. Any person who shall damage any public building, wall, parapet, bridge, culvert, alignment-post, kerb or gutter stone, notice-board, or any road, street, watercourse, sewer, or any other property in charge or possession of the Council, shall pay the cost of repairing the same where possible, such costs to be recovered in the manner provided for the recovery of penalties under these By-laws; and shall also, if the same be wilfully done, pay a penalty of not exceeding ten pounds.
10. Any person who shall ride any horse, or shall drive any horse or other animal, harnessed to any carriage, cart, dray, gig, omnibus, or any vehicle, furiously, on any road, or street, or lane within the Municipality, so as to create alarm, or so as to endanger the safety of any person or any property, in any public thoroughfare, shall for every such offence pay a penalty not exceeding five pounds.
11. Any person who shall wilfully and without authority of the Council, cut, break, root up, damage, or destroy any tree, sapling, or shrub growing upon any street, or road, or public place within the Municipality, shall pay a penalty not exceeding ten pounds.

Suppression of nuisances.

1. It shall not be lawful for any person to suffer any kind of swine, or any horse, ass, mule, sheep, goat, or cattle belonging to him, or under his or her charge, to stray or go about, or to be tethered or depastured, in any lane, road, or street, or any public place within the Borough; and every person so offending shall forfeit and pay in respect of every such animal so straying or tethered any sum not exceeding two pounds: Provided that the Council may from time to time appoint some place or places within the Borough where such straying animals may be detained for any period not exceeding twenty-four hours, or until claimed by the owners thereof; and provided, further, that the Council may, by their officers, impound any straying cattle, swine, horse, or goats, or other animals, whose owners cannot be found.

2. Upon the complaint of any householder that the house, premises, yard, closets, or drains of any adjacent premises are a nuisance, the Inspector of Nuisances shall make an inspection of the premises complained of; and that officer of the Council shall have full power to go upon such premises for such purpose.

3. Any person who shall cast any filth, rubbish, or any dead animal, or any animal matter, or any animal with intent to drown, upon any public street, or road, or lane, or into any creek, waterhole, sewer, watercourse, or any other public place,—

or shall suffer any slops, suds, or filth of any kind to flow from his or her premises into any such watercourse or waterhole, or over any footpath,—or who shall permit, by means of pipes, shoots, channels, or any such contrivances, filth of any kind to flow into any public watercourse,—or who shall obstruct or divert from its channel any sewer or watercourse,—shall for every such offence pay a sum not exceeding five pounds.

4. Any owner or occupier of any house or premises within the Borough who shall neglect to keep clean all private avenues, passages, yards, or ways within the said premises, so as by neglect to cause a nuisance by offensive smell or otherwise, shall on conviction pay a penalty not exceeding two pounds.

5. Any owner or occupier of any land or premises within the Borough who shall suffer or permit any dead animal, blood, offal, night-soil, or any other offensive matter, to remain upon the said land or premises after written notice shall have been given him to remove the same, shall be subject to a penalty not exceeding two pounds for every day the same shall remain on the said land after notice as aforesaid shall have been given.

Passed by the Borough Council of St. Leonards, this 6th day of July, 1870.

GEORGE PILE, Jun.,
Council Clerk.

WILLIAM TUNKS,
Mayor.

1870.

NEW SOUTH WALES.

MUNICIPALITIES.

(BOROUGH OF CAMPERDOWN—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict., No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 6th October, 1870.

BOROUGH OF CAMPERDOWN.

THE following By-laws, made by the Council of the Borough of Camperdown, for regulating their own proceedings, for the care and management of the public roads and streets, the suppression of nuisances and houses of ill-fame, the collection of rates, and for the general good rule and government of the Borough, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the Municipalities Act of 1867.

CHARLES COWPER.

BY-LAWS.

By-laws made by the Municipal Council of the Borough of Camperdown, for the regulation of the proceedings of the Council, the care and management of the public roads and streets, the suppression of nuisances and houses of ill-fame, the collection of rates, and for the general good rule and government of the Borough.

Order of business.

1. Confirmation of the minutes of the last meeting, upon which no discussion shall be allowed except as to the accuracy thereof.
2. Reading of copies of letters sent by authority of Council.
3. Reading of letters received, and considering and ordering thereon.
4. Reception and reading of petitions and memorials.
5. Reception and reading of reports from Standing or Special Committees.
6. Consideration of all business standing over from, or arising out of, former meetings.
7. Motions of which previous notice has been given.

General duties of the Mayor or Chairman.

8. The Mayor or presiding Alderman shall preserve order, and his decision on disputed points of order shall be final.
9. When the Mayor or presiding Alderman is called upon to decide a point of order or practice, he is to state the rules applicable to the case without argument or comment.
10. Whenever any matter of order arises, it shall immediately be taken into consideration.
11. The Mayor or presiding Alderman shall put all questions and declare the sense of the Council thereon.
12. If two or more members rise to speak at the same time, the Mayor or presiding Alderman shall decide which member is entitled to pre-audience.
13. The Mayor or presiding Alderman shall, on every motion made and seconded, put the question first in the affirmative and then in the negative; and he may do so as often as may be necessary to enable him to form and declare his opinion from the show of hands as to which party has the majority.

14. The Mayor or presiding Alderman shall, without waiting for the interposition of any member of the Council, call to order any member who shall use any expressions capable of being applied offensively to any other member; and the member so offending shall be required to withdraw the expressions and to make a satisfactory apology to the Council.

Committees.

15. Besides such Special Committees as may from time to time be found necessary, there shall be two Standing Committees, namely,—A Finance Committee, and an Improvement Committee.
16. The Standing Committees shall be appointed for each municipal year, within one month after the election of the Mayor; and any vacancies occurring therein during the year shall be filled up by the election of another member of the Council.
17. Every Committee of which the Mayor is not a member shall choose its own Chairman; and the Chairman of every Committee shall be the convener thereof, and may at any time direct the Council Clerk to summon a meeting of such Committee.
18. Reports from Committees shall not be taken into consideration nor adopted without notice in the usual way.
19. The Improvement Committee shall have the general inspection of all public works in progress throughout the Borough, and shall have the right of calling the attention of the Council, by report, to any matter connected with such works, or with the state of any public thoroughfare which may seem to require such attention. It shall also consider and report upon any question of an analogous character which may be referred to it by a resolution of the Council.
20. The Finance Committee shall examine all accounts for payment before any cheque shall be issued for payment thereof, and report upon them to the Council.
21. The Finance Committee shall also deliberate and report upon all questions affecting the finances of the Borough which may be committed to it by a resolution of the Council. It shall be the duty of this Committee to watch over generally the

financial administration of the Borough; and it shall have the right of calling the attention of the Council, by report, to any matters connected with such administration which may appear to require such attention.

22. The orders of the Council shall be observed in all Committees, except the order limiting the number of times of speaking.

23. The appointment of Special Committees shall continue until the specific duties for which they are appointed shall have been discharged, unless the Council shall deem it necessary to dissolve such Committee.

Motions and amendments.

24. No notice shall be taken by the Mayor or presiding Alderman of any motion or amendment unless it be seconded.

25. If the proposer of any motion be absent when the same is called on in order, and has not deputed any member to take charge of it for him, such motion shall be struck off the business paper.

26. No motion the effect of which if carried would be to rescind or be repugnant to any resolution which has been passed by the Council, shall be moved without express notice, and a call of the whole Council for a particular day to be named for that purpose; and no such motion, if negatived, shall be again entertained during the same municipal year.

27. Any motion for adjournment shall be immediately put without discussion; but if such motion be negatived it shall not be competent for any member to make a similar motion until half an hour at least shall have elapsed from the moving the one that has been negatived.

28. When a motion has been proposed and seconded, it shall be the property of the Council, and shall not be withdrawn without the consent of the Council.

29. That whenever an amendment is made upon an original proposition, no second amendment can be taken into consideration until the first amendment is disposed of.

30. When an amendment is carried, it only displaces the original question, and so becomes itself the question for consideration, whereupon any further amendment may be moved; and such further amendment being received, then the mover of the amendment which has displaced the original question will be entitled to a reply; and the like course will be pursued as to any further displacing and fresh amendment.

31. That if the first amendment be negatived, then a second may be moved to the original question under consideration.

32. All notices of motion must be in writing, dated and signed by the member making the same, and shall be filed and kept by the Council Clerk.

Divisions.

33. It shall be competent for any member to divide the house on any question, both in full Council and in Committees of the Whole; and upon such divisions those who are on the affirmative side shall seat themselves on the right hand of the Mayor or presiding Alderman; and those who are on the negative shall seat themselves on his left hand; and no member shall leave his seat till the names of the members be taken down by the Council Clerk or person officiating for him.

34. All divisions of the Council, or of Committees of the Whole, shall be entered on the Minutes of Proceedings.

35. In all divisions every member present shall be compelled to vote.

Petitions.

36. No debate shall take place on the presentation of a petition; but the question of its reception, or that it be referred to a Committee, may be moved and put at once.

37. It shall be the duty of any member presenting a petition to acquaint himself with the language thereof, and to report to the Council that he considers it unobjectionable.

38. That all petitions be received only as the petitions of the parties signing the same.

Miscellaneous.

39. Except in Committee, no member shall be allowed to speak twice on the same question, unless in explanation merely; but the mover of any motion shall have the right of reply, without introducing any new matter: Provided, however, that every member shall have the liberty of speaking once on every amendment, as well as on the original motion.

40. No member shall digress from the matter under discussion, or make personal reflections on members, or impute motives.

41. A debate may be adjourned to a later hour of the same day, or to another day which may be specified.

42. The member upon whose motion any debate shall be adjourned by the Council shall be entitled to pre-audience on the resumption of the debate.

43. Every member shall stand while speaking, and address the Chair.

44. Any member may demand the production of any of the documents of the Council relating to the subject under discussion.

45. Whenever the Council is adjourned for want of a quorum, the names of the members then present, and the hour at which the adjournment takes place, shall be entered on the minutes.

46. Any member may require the question or matter under discussion to be read for his information at any time during the debate, but not so as to interrupt any other member while speaking.

47. Any member may record his protest against any decision of the Council or ruling of the Mayor or presiding Alderman, provided the same, made in writing before the next meeting of the Council, be in respectful language and consistent with truth. Notice of such protest must, however, be given at the time the decision out of which it may arise is delivered.

48. For the consideration of any By-law, or for the borrowing of money, or for the rescission of any motion previously adopted by the Council, it shall be competent for any member, without previous notice, to move for a call of the whole Council for the consideration of any such subject at the next or any subsequent meeting; and upon such motion being carried, due notice thereof shall be given in the business paper of the day.

49. The Mayor and any two Aldermen, or in the absence of the Mayor from the Municipality any three Aldermen, may, in writing, order any sum not exceeding ten pounds to be expended in repairing any public work under the control of the Council which may be suddenly damaged—provided it shall appear to them that such repair cannot be delayed until the next sitting day of the Council—and they may appoint a proper person to execute such repairs: Provided always, that the making of such order shall be reported at the next meeting of the Council; and provided also, that not more than one such order shall be made between the termination of one meeting and the commencement of another.

50. No election to any paid office at the disposal of the Council shall take place until seven clear days' notice shall be given in one or more of the local newspapers inviting applications for the same.

51. The Council Clerk shall have the charge of the common seal of the Corporation and shall be responsible for the safe custody and proper use of the same, each impression thereof being duly verified by the signature of the Mayor.

52. A detailed account of all moneys received and of all sums disbursed on behalf of the Council up to the end of each month, and also the cash-book and bank pass-book balanced, shall be laid before the Council by the Council Clerk at each monthly meeting or oftener if required.

53. No officer shall be at liberty to show, lay open, or expose, any of the books, papers, or records to any person not a member of the Council, without leave from the Council, except as otherwise provided by law.

54. The Council Clerk shall have the custody of, and shall be responsible for the safe keeping of, all books, charters, deeds, municipal documents, and records of the Corporation, or relating to the property thereof.

55. Any one or more of the Standing Orders of the Council may be suspended, *pro tempore*, in cases of emergency; provided that the majority of members present deem it necessary.

Public roads, &c., under control of Council.

56. All roads, public streets, and public thoroughfares within the Borough, save and except such as are contemplated to be exempted by the Municipalities Act of 1867, which have been or hereafter may be proclaimed or marked out or in actual public use as such, shall be from henceforth under the care and management of the Municipal Council.

57. The Surveyor or acting Surveyor for the time being of the Borough, or any officer lawfully appointed by the Council in that behalf, shall be the proper officer for marking out when necessary any roads, streets, or lanes in actual public use as such within the Borough. In marking out such roads, streets, or lanes, and thoroughfares, recourse shall be had by the Surveyor or other such officer as aforesaid, when practicable, to the plans under which land with frontage to the road, street, or lane in question shall have been sold. He shall also be the proper officer for marking out, when deemed necessary by the Council, the carriage-way and foot-ways in such roads, streets, lanes, or other public places; but it shall be sufficient for him for this purpose to place posts at the corners or intersections of the streets, or wherever the same may be necessary or desirable, so as to give a width of not less than forty-two feet for the carriage-way and twelve feet for the foot-way on each side when the street shall be sixty-six feet wide, and in proportion, but always subject to the directions of the Council, in any public roads, streets, lanes, or public places of other width than sixty-six feet.

58. Whenever any road, street, foot-way, lane, or thoroughfare, has been marked out in manner herein provided, or which may have been or hereafter may be duly proclaimed and aligned, no house, shop, fence, or other structure shall be erected or allowed to project or encroach on any part thereof.

59. When any foot-ways shall have been marked out in manner hereinbefore directed, the Council may cause the same to be levelled and made as nearly as practicable of equal height and breadth, and with an equal slope and inclination; and for this purpose may remove any flagging, steps, or other matter or thing that may injure or obstruct the said foot-way, or render it unequal or inconvenient, and which now is, or may hereafter be erected or placed on the space marked out for any of the said foot-ways.

60. Any cutting or filling to the extent of three feet in any street, road, or foot-way may, whenever or wherever found necessary, be carried into effect by order of the Council; but no alteration of more than three feet cutting or filling shall take place in any street, road, or foot-way, until a plan and section thereof, showing the proposed cutting or filling, shall have been exhibited at the Council Chamber for the space of fourteen days, for the information and inspection of rate-payers, and shall have been notified in one of the daily newspapers for the space of seven days, after which no objection thereto shall be entertained by the Council.

Care and management of the public roads and public thoroughfares.

61. Any person who shall form, dig, or open any drain or sewer, or who from any part of the roads, streets, foot-ways, or thoroughfares shall remove or cause to be removed any turf, clay, soil, gravel, stone, or other material, without leave first had and obtained from the Council, or who shall wantonly break up or otherwise damage any part of the said roads, streets, foot-ways, or thoroughfares, shall, on conviction, forfeit and pay for every such offence any sum not exceeding fifty pounds.

62. Any person who shall in any manner whatsoever not hereinbefore provided for obstruct any road, street, foot-way, or lane, shall be liable for each offence to a penalty of not more than ten pounds: Provided, however, that this section shall not be held to entail a penalty for placing building materials, furniture, firewood, or other matter, temporarily in a public road, street, or lane, but so nevertheless that the same shall be removed within a reasonable time, without in the interim preventing a free passage along such road, street, or lane.

63. Any person who shall ride or drive through any street, road, or public place negligently, carelessly, or furiously, or so as to endanger the life or limbs of any person, or to the common danger of the public, shall forfeit and pay a sum not exceeding ten pounds.

Trespasses, depredations, and removal of nuisances.

64. Any person who shall damage any public building, wall, parapet, sluice, bridge, road, street, foot-way, sewer, watercourse, kerb-stone, gutter-stone, or other public property, shall pay for the cost of repairing the same any sum not exceeding forty pounds, and if the same be wilfully done shall forfeit and pay a further sum not exceeding ten pounds.

65. If any person shall in any street or road throw, cast, or lay, or shall cause, permit, or suffer to be thrown, cast, or laid, or to remain, any offal, ashes, rubbish, sweepings, dung, soil, dead animal, blood, or other filth or annoyance, or any matter or thing, in or upon the carriage-way, foot-ways, or gutters of any such street or road,—or shall kill and slaughter any bullock, cow, steer, heifer, calf, sheep, lamb, pig, or other cattle or animal, in or so near to any of the said streets, roads, or foot-ways as that any blood or filth shall run or flow upon or over, or be on any such carriage-way, foot-ways, or gutters,—or shall run, roll, drive, draw, or place, or cause, permit, or suffer to be run, rolled, driven, drawn, or placed upon any of the said foot-ways of any street or road, any waggon, cart, dray, sledge, or other carriage, or any wheel-barrow or truck, or any cask,—or shall wilfully lead, drive, or ride any horse or other beast upon any of the foot-ways aforesaid,—every person so offending, upon conviction before any two or more Justices of the Peace, or upon the view of any such Justices, shall forfeit and pay a sum not exceeding ten pounds.

66. Upon representation by any respectable householder that the house, premises, yards, closets, drains, ash-pits, or hogsties of the neighbouring or adjoining premises are a nuisance or offensive, the Inspector of Nuisances or any other person appointed by the Council shall make an inspection of the premises complained of; and the officer of the Council shall have full power, without any other authority than this By-law, to go upon such premises for the aforesaid purpose; and if any such premises shall be found to be a nuisance or otherwise offensive, notice in writing shall be given to the proprietor or resident of such premises, that if within seven days after the service of such notice the nuisance shall not be removed, the proprietor, tenant, or occupant of the aforesaid premises shall upon conviction before any two Justices of the Peace be liable to any penalty not exceeding twenty pounds.

67. It shall not be lawful for any person to slaughter any cattle, sheep, or pigs within the limits of the Borough; and the officer of the Council shall have full power, without any other authority than this By-law, to go upon any premises for the purpose of ascertaining whether a breach of this By-law has been committed; and any person who shall be guilty of such

offence shall on conviction before a Justice of the Peace forfeit and pay any sum not exceeding twenty pounds.

68. It shall not be lawful for any person whatsoever to suffer any kind of swine, or any horse, ass, mule, sheep, or goat, or other cattle belonging to him or her, or under his or her charge, to stray or go about, or to be tethered or depastured in any road, street, or public place; and any person who shall so offend shall forfeit and pay in respect of every such animal a sum not exceeding forty shillings: Provided that after due inquiry shall have been made and the owner thereof cannot be discovered, it shall be lawful for the said Council, or the proper officer of the said Council, to destroy or cause to be destroyed or impounded any kind of goats or swine so straying as aforesaid.

69. It shall not be lawful for any person to bathe in any waters exposed to public view from any road, street, or thoroughfare within the said Borough; and any person who shall offend against the said regulation shall on conviction before any Justice of the Peace forfeit and pay a sum not exceeding twenty shillings nor less than five shillings.

70. Any person who shall offend against decency, by the exposure of his or her person in any public road, street, or public place within the said Municipality, or within the view thereof, shall forfeit and pay a sum not exceeding ten pounds.

71. Upon representation by any respectable rate-payer, that any house or premises within the Borough and near to the residence of such rate-payer is of ill-fame, it shall be lawful for the By-law Committee to cause the residents of such house or premises to furnish to the Council a list of names, ages, sexes, and occupations of all the inmates of the said house or premises; and upon non-compliance with such request, or if upon consideration the said Committee consider the house to be one of ill-fame, they shall, with the sanction of the Council, declare the same to be a nuisance, and shall cause a notice in writing to be served upon the holder of such house or premises, or any person resident or being therein, to discontinue or abate the said nuisance within forty-eight hours after the receipt of such notice; and if such nuisance be not so abated, the holder of such house or premises, or other person residing or being therein and acting as such holder, shall be liable to be proceeded against for such nuisance, and shall on conviction thereof forfeit and pay any sum not less than two pounds nor more than twenty pounds. And if such nuisance shall not be abated within forty-eight hours after such conviction, such holder of such house, or such other person residing or being therein as aforesaid, shall forfeit and pay for such second offence a sum of not less than five pounds nor more than fifty pounds. And if a further period of forty-eight hours shall elapse after such second conviction without the abatement of such nuisance, such holder of such house or other person residing or being therein as aforesaid shall for such third offence forfeit and pay any sum not less than ten pounds nor more than fifty pounds.

72. If any person shall draw any timber, stone, or water-cask, or other weighty matter, on or along any road, street, or highway maintained at the cost or being under the control and management of the Council of this Borough, without the said articles being placed upon or suspended from a wheeled-carriage proper for the purpose, or shall suffer any timber, stone, or other thing which shall be carried principally or in part upon any wheeled-vehicle or barrow, to drag or trail upon any part of such street, road, or public place, to the injury of the same, or shall lock or cause to be locked the wheel or wheels of any timber-carriage or other vehicle, or shall so overload his dray, cart, or other vehicles, so that an injury be caused to the said road, shall for such offence forfeit and pay the fine or sum of forty shillings.

73. Nothing in these By-laws contained shall be deemed to prevent any person from placing an awning in front of his or her shop or house: Provided, however, that such awning be not less than eight feet above the height of the foot-way in front of such house or shop, and that the posts be placed into the kerb-stone at the outer edge of such footway.

74. In cases where persons desire access to any private right-of-way, yard, lane, or other premises, such persons shall at their own proper cost and expense form and maintain a crossing over the foot-path, to be constructed of stone pitchers or pavement or planking (as the Council, their Surveyor, or other duly authorized officer, may in each case deem best) for the full width of the foot-path, with kerbing at each side of such crossing constructed of such material and of such a height as the Council or their duly authorized officer may direct.

Collection of rates.

75. The rates shall be levied and collected yearly, and shall be held to be due and payable on such days as the Council shall by resolution from time to time appoint.

76. It shall be the duty of the Council Clerk to furnish the Mayor of the Borough and the Chairman of the Finance Committee respectively, from time to time, with lists of all persons who are in default within the meaning of section 176 of the Municipalities Act of 1867.

77. It shall be the duty of the Mayor of the Borough to issue distress warrants against defaulters at any time after the expiration of the thirty days' notice required by the 176th section of the Municipalities Act of 1867, after such default

shall in manner aforesaid have been reported to him, and to cause such warrants to be enforced.

78. The Bailiff of the Municipality shall be the Council Clerk for the time being.

79. It shall be the duty of the Bailiff to make all levies by distress for the recovery of rates in the manner hereinafter provided.

80. All levies and distresses shall be made under warrant, in the form or to the effect of the schedule hereunto annexed and marked with the letter A, under the hand of the Mayor or any person who may for the time being be duly authorized to perform the duties of that office.

81. The Bailiff may, with the sanction in writing of the Mayor of the Borough, or in his absence any Alderman appointed by the Mayor for that purpose, authorize by writing under his hand any person to act temporarily as his deputy; and the person thus authorized shall have and exercise all the powers of the Bailiff himself, but the Bailiff and his sureties shall in every case be held responsible for the acts of such deputy.

82. At the time of making a distress, the Bailiff shall hand a copy of the warrant to the occupant of the land or premises, or to the owner of the goods distrained, or to some person resident at the place where such distress is made; and in case there shall be no person at such place, he shall give a copy to the rate-payer on demand at any time within one month after making such distress.

83. On making a distress, the Bailiff shall forthwith make out a written inventory in a form or to the effect of the schedule annexed hereto and marked with the letter B, which inventory shall be delivered to the occupant of the land or premises or the owner of the goods so distrained, or to some person on his or her behalf resident at the place where the distress shall be made; and in case there shall be no person at such place with whom such inventory can be left as aforesaid, then such inventory shall be posted on some conspicuous part of the land or premises on which the distress is made, and the Bailiff shall give a copy of the inventory to the rate-payer on demand at any time within one month after the making of such distress.

84. It shall be lawful for the Bailiff or his deputy and such assistants as he may take with him to enter into any part of the building, tenement, or other property in respect of which such rate or rates shall have been made as aforesaid, and to distrain the goods therein or thereon, and to remain in or upon such building, tenement, or other property in charge thereof; and if the sum for which such distress shall have been made or taken shall not have been paid on or before the expiration of five days, it shall be lawful for such Bailiff or his deputy to cause the goods or other property so distrained on, or a sufficient portion thereof, to be sold by public auction on the premises or at some public place within the Borough to be appointed for that purpose by the Council; and the surplus, if any, that may remain after deducting the amount of the sum distrained for, to pay over on demand to the owner of the goods so sold.

85. The Bailiff on making a distress as aforesaid may impound or otherwise secure the distress so made, of what nature or kind soever it may be, in such part of the land or premises chargeable with the rate, or in such other place, as shall be most fit and

convenient for the purpose; and it shall be lawful for any person whatsoever, after the expiration of the five days hereinbefore mentioned, to come and go to and from such part of the said land and premises where any distress shall be impounded and secured as aforesaid, in order to view and buy and in order to carry off and remove the same on account of the purchaser thereof.

86. The costs and charges incurred and to be made for any levy for rates, under and by virtue of the provisions of the Municipalities Act of 1867, shall be as set out at the foot of Schedule C hereunto annexed

A.

BOROUGH OF CAMPERDOWN.

Warrant of distress.

I, A. B., Mayor of the Borough of Camperdown, do hereby authorize you, C. D., the Bailiff of the said Borough, or your deputy, to distrain the goods and chattels in the dwelling-house (or in and upon the land and premises) of E. F., situate at _____, for _____, being the amount of rates due to this Borough to the _____ day of _____, for the said (dwelling-house, land, or premises, as the case may be), and to proceed thereon for the recovery of the same rates according to law.—Dated this _____ day of _____, A.D. 18 _____.

Mayor.

B.

Inventory.

I have this day, in virtue of the warrant of which a copy is attached hereto, distrained the following goods and chattels in the dwelling-house (or in and upon the land or premises) of E. F., situate at _____, within the Borough of Camperdown, for _____, being the amount of rates due to the said Borough to the _____ day of _____, Dated this _____ day of _____, A.D. 18 _____.

Bailiff.

C.

Fees to Bailiff.

For making entry and inventory, five shillings; if in possession more than five hours, five shillings additional; and for every subsequent day whilst in possession, five shillings, and five per cent. on the net proceeds of sale.

Made and passed by the Municipal Council of the Borough of Camperdown, this fourteenth day of March, one thousand eight hundred and seventy.

ROBERT FOWLER,

Mayor.

Wm. J. HOWE, Council Clerk.

1870.

NEW SOUTH WALES.

MUNICIPALITIES.

(MUNICIPAL DISTRICT OF DENILQUIN—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict., No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 6th October, 1870.

MUNICIPAL DISTRICT OF DENILQUIN.

THE following By-laws, made by the Council of the Municipal District of Denilquin, for conducting their own proceedings and business, for the collection of rates or assessments, and for the general good rule and government of the Municipality, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the Municipalities Act of 1867.

CHARLES COWPER.

BY-LAWS OF COUNCIL OF THE MUNICIPAL DISTRICT OF DENILQUIN.

WHEREAS it is expedient to make Regulations for conducting the proceedings and business of the Council of the Municipal District of Denilquin, the collection of rates or assessments, and the general good rule and government of the said Municipal District: And whereas, by the Municipalities Act of 1867, the Council of any Municipality may make By-laws for these matters: Be it therefore enacted by the said Council, that the following By-laws shall, from and after the date of the Governor's assent hereto, be enforced within the said Municipal District.

PART I.

BY-LAWS to regulate the proceedings and business of the Council of the Municipal District of Denilquin, which shall be called the—

Standing Orders.

1. That Council shall meet for the despatch of business at the hour of half-past seven p.m. on every alternate Monday, unless such prove to be a holiday, in which case the meeting shall be held on a day to be appointed by the Mayor.
2. The business of the Council shall be proceeded with so soon after the time specified as the legal quorum is present; and if the Mayor be not present within twenty minutes after the time appointed for the meeting of the Council (a quorum being then present), any Alderman may be elected Chairman for that particular meeting: Provided that if there be not a quorum present within half an hour after the time appointed for any meeting, no business shall be proceeded with at such meeting.
3. No motion shall be put to the vote till fifteen minutes after the time specified as the hour of meeting, except in confirming minutes, or when the whole Council is present.
4. The order of business of the Council at all its meetings, other than special meetings, shall be as follows:—
 1. The minutes of the meeting last preceding shall be read so that they may be confirmed. No discussion shall however be permitted, except as to their accuracy.
 2. Reading of correspondence, bringing up reports of Committees, and minutes from the Mayor, if any, shall be dealt with.

3. Petitions shall be presented, but no debate shall take place until after due notice, except as to their being received or referred to Committee.
4. Miscellaneous business.
5. As placed on the business paper, motions of which due notice has been given, shall be dealt with.
6. Orders of the day to be disposed of as they stand on the business paper.
7. Notices of motion shall be given in writing. The Council may at any time, by unanimous resolution without notice, entertain and deal with any particular motion or question.

5. The business paper of special meetings shall contain only such matters as shall have been specially ordered to be entered thereon by the Mayor or Aldermen calling such meeting.

6. Motions shall be moved in their order according to priority of notice, by the Alderman who gave notice thereof, or in the absence of that Alderman by an Alderman authorized by him in writing so to do. Notices not thus proceeded with shall be struck out of the business paper.

7. Every petition or memorial shall be presented by an Alderman, who shall be responsible for its being respectfully worded. All letters and communications shall, as soon after receipt as possible, be laid upon the table for perusal by each individual Alderman; but the Mayor shall direct their being read in public or not, as to him may seem fit; but should any Alderman be dissatisfied with the Mayor's decision, he may move that any particular document be now read; and should a majority vote for its being so read, it shall be read accordingly.

8. The report of every Committee, except the Finance Committee, on its presentation, shall be read and laid on the table, and shall not be considered and adopted until after due notice. If ordered by the Council, copies of reports shall be furnished to each Alderman.

9. Should there be several distinct recommendations in the report of a Committee, the sense of the Council shall be taken on each, before such report shall be adopted.

Order of debate.

10. Upon proposing any motion or amendment or discussing any matter, Aldermen must stand and address the Mayor or presiding Alderman. No speaker shall be interrupted except

by a call to order, when he shall resume his seat or retire; the Alderman calling to order shall then be heard, and the question of order shall be decided before any other business is proceeded with.

11. Any Alderman rising to propose a motion or amendment must state the nature of the same before addressing the Council in support thereof.

12. Motions or amendments shall not be discussed unless seconded; the mover, however, may speak in explanation for not over five minutes. Any Alderman may give notice of a speaker being out of order.

13. No motion or amendment shall be discussed, unless it be written, and shall have been signed by the mover, and when seconded handed to the Clerk.

14. Any Alderman moving or seconding a motion or amendment shall be considered to have spoken thereon.

15. Should more than one Alderman rise at the same time, the Mayor or presiding Alderman shall decide who is to be heard first.

16. Aldermen in speaking shall designate each other by their respective titles as Mayor or Alderman as the case may be.

17. No Alderman shall speak more than once on the same question, except in explanation, or in reply as a mover, or upon any amendment. After such explanation or reply the question shall immediately be put to the vote.

18. The Mayor's or presiding Alderman's decision on disputed points of order, or explanation, or apology, shall be final, and shall be stated without comment or argument. Any Alderman may, however, move that the sense of the Council be taken on the question of order without discussion. Questions of order shall be disposed of before any other business shall be entertained.

19. The Mayor or presiding Alderman shall rise when addressing the Council.

20. No Alderman shall digress from the subject under consideration, nor impute improper motives, or make personal reflections, or use expressions capable of being applied offensively to any other Alderman. The offending Alderman shall, if required by the Council, or Mayor, or presiding Alderman, withdraw such expression, and make an apology satisfactory to the Council before its rising, under a penalty, on his refusal or neglect so to do, of not more than ten pounds.

21. Any Alderman may require the Clerk to take down any particular words immediately on their being used.

22. The production of any documents of the Council bearing upon the question under discussion, may be demanded by any Alderman.

23. Twenty-four hours notice, in writing, must be given to the Council Clerk previous to any question being put to the Mayor or any Alderman.

24. Any number of amendments may be moved on a motion before the Council. One amendment only shall be discussed at a time, and the amendments shall be put to the vote in inverse order, and if all lost the original motion shall then be put to the vote. On any amendment being carried, the motion as amended shall be put from the Chair.

25. The Council shall vote by a show of hands, except in cases of election and the appointment of Committees, when the vote shall be by ballot. Any Alderman may, however, require the division of the Council, or Committee of the Whole, upon any question (except when voting by ballot), when Aldermen shall vote by standing up, their names and votes being recorded by the Council Clerk. The Mayor or presiding Alderman shall, in taking the vote, put the question first in the affirmative, and then in the negative; and any Alderman present, not being disabled by law, refusing to vote, shall be liable to a penalty of not less than twenty shillings nor more than forty shillings for every such offence.

26. Motions for adjournment of the Council shall be made without discussion; should the motion be negatived, the subject then being considered or the next on the business-paper shall be disposed of before any subsequent motion for adjournment shall be entertained.

27. Any Alderman may record his protest against any decision of the Council, provided the same be made in writing at the next meeting of Council, be consistent with truth, and be respectfully worded; notice of such intention to record his protest must, however, be given on the adoption of the resolution intended to be protested against.

28. No motion the effect of which, if carried, would be to rescind any motion already passed by the Council, shall be entered on the business paper, unless a "call of the Whole Council" has been duly made and granted. Any Alderman may move for a "call of the Whole Council" after giving due notice. Aldermen duly summoned and not present at meetings so called shall be liable to a penalty not exceeding ten shillings, except in cases of sickness or emergency. Four days notice of a Special Meeting, or call of the Whole Council, shall be given.

29. The Council Clerk shall have charge of the Common Seal of the Corporation, and shall be responsible for its safe custody. It shall not be affixed to any document without the express authority of the Council; and every impression thereof, so authenticated, shall be verified by the signatures of the Mayor and Council Clerk, or, in the absence or sickness of the Mayor, by two Aldermen and the Council Clerk.

30. The Council shall ascertain the probable expense of a work before it be undertaken; provided always that the Mayor, with the assent of two Aldermen, may expend a sum not exceeding ten pounds in cases of emergency, an account of which expenditure shall be furnished to the Council at its next meeting.

31. No election to any permanent office at the Council's disposal shall take place until fourteen days notice shall have been given in one or more of the local newspapers inviting applications for the appointment. The salary attached to such office shall in every case be stated in the advertisements.

32. No Alderman or Auditor shall be received as surety for any officer or employé of the Council, or for any work to be done for the Council, and the party giving the security shall bear the expense of preparing the same.

33. All bonds given by officers or servants of the Council for the faithful performance of their duties shall be deposited with the attorney or bankers of the Corporation, as the Council may order, and no officer or servant of the Council shall be received as security for any other officer or servant.

34. The duties of all officers or employés of the Corporation may be defined by the Council by resolution, should they think fit to define the same.

35. There shall be four Standing Committees, namely, a By-law Committee, a Committee for Works, a Committee for General Purposes, and a Finance Committee—the three first to consist of the whole Council, three to form a quorum; the Finance Committee to consist of three Aldermen, two to form a quorum.

36. The Finance Committee shall report upon all questions affecting the finances of the Municipality.

37. In cases of emergency, any one of the Standing Orders may be suspended, provided the whole of the Aldermen present consider it necessary.

38. All fines imposed under this By-law shall be paid over to the Treasurer of this Municipality.

PART II.

BY-LAWS providing for the collection of rates.

1. All rates levied or imposed by the Council under the provisions of section 164 of the Municipalities Act of 1867, shall and for the purposes mentioned in the said section be collected in half-yearly instalments. Each such instalment shall, as to every such rate and every such instalment thereof, be held to be due and payable on and after such days as the Council shall by resolution have appointed at the time of making or imposing such rate.

Special rates.

2. All rates levied or imposed by the Council under sections 165, 166, and 167 of the said Municipalities Act of 1867, and for the purposes mentioned in the said sections, or under the provisions of any of the said sections, or for any of the purposes mentioned therein, shall be collected in such manner, and shall be held to be due and payable on and after such day or days, as the Council may by resolution have appointed at the time of making or imposing such rates.

3. All persons liable to pay any rates shall pay the amount of such rates within the time prescribed into the office of the Council Clerk, between the hours of ten o'clock a.m., and four o'clock p.m., on such days as may be defined by the Council.

4. The Council Clerk shall furnish to the Mayor a list of the names of such persons as have not paid their rates within the time prescribed.

5. The Mayor shall, within thirty days after the time prescribed, issue distress warrants against all persons who have not paid their rates, and cause the same to be enforced or cause the defaulters to be sued.

Bailiff's duties.

6. The Bailiff shall be appointed or removed by the Council, and shall find two sureties to the satisfaction of the Mayor, to the extent of £10 each, for the faithful performance of his duty.

7. The Bailiff shall make all levies and distresses for the recovery of rates under the warrant of the Mayor or any Alderman who may for the time being be duly authorized to perform the duties of the office, such warrant to be made in accordance with the form in the schedule annexed marked A.

8. In conformity with the Municipalities Act of 1867, section 149, the Bailiff shall be paid, for the use of the Council, for every entry and levy made under these By-laws, according to the annexed schedule marked C.

9. At the time of making a distress, the Bailiff shall forthwith make out a written inventory in the form or to the effect of the schedule annexed hereto and marked with the letter B, which inventory shall be delivered to the occupant of the land or premises, or the owner of the goods so distrained, or to some person on his or her behalf resident at the place where the distress has been made; and in case there shall be no person at such place with whom such inventory can be left as aforesaid, then such inventory shall be posted on some conspicuous part of the land or premises on which the distress has been made, and the Bailiff shall deliver a copy of such inventory to the Council Clerk for the information of all parties concerned.

District, or at the side thereof, or in any yard or place open or exposed to such street, road, or footway, shall cause such well to be securely and permanently covered over; and if any person having such well as aforesaid shall fail to cover and secure the same within twenty-four hours after notice in writing shall have been given to him or her by any officer of the said Council, or shall have been left for such person at his or her usual or last-known place of abode, or on the said premises, shall on conviction before two or more Justices of the Peace forfeit and pay any sum not exceeding forty shillings for every such offence.

9. If any person shall dig or make, or cause to be dug or made, any hole, or leave or cause to be left any hole, in or adjoining to any street, road, or public place, for the purpose of making any vault or vaults, or the foundation or foundations to any house or other building, or for any other purpose whatsoever, and shall not forthwith enclose the same in a good and sufficient manner, or shall keep up, or cause to be kept up and continued, any such enclosure for any time which shall be longer than shall be reasonably required, or shall not when thereunto required by the said Council or its officers well and sufficiently fence or enclose any such hole within twenty-four hours after he shall be required to do so by the said Council or officer and in the manner and with such materials as they or he shall direct, and to their and his satisfaction, and shall not place a light upon the said enclosure, and keep the same constantly burning from sun-set to sun-rise, during the continuance of such enclosure, or shall fail to place or erect a fence, rail, or hoarding around any scaffolding or ladder, that may be required during the repairs or erection of any building (such fence, rail, or hoarding not to extend beyond the footway of any street), or fail to keep during the existence of such fence, rail, or hoarding, a light burning from sun-set to sun-rise at each corner of the same, then and in every such case the person so offending shall, on conviction before two or more Justices of the Peace, forfeit and pay for every such offence, and for every such refusal or neglect, any sum not exceeding five pounds nor less than forty shillings.

10. It shall not be lawful for any person to bathe in any waters exposed to public view from any road, street, or public place within this Municipality, between the hours of six a.m. and eight p.m.; and every person who shall indecently expose himself or herself by bathing as aforesaid within the prohibited time herein mentioned, shall, on conviction, forfeit and pay any sum not exceeding one pound.

11. The Council shall have power in respect to all lands within the boundaries of this Municipality, where the lands are under cultivation or have been cleared or fenced, to order and compel the extirpation of the weeds known as the "Bathurst Burr," the "Scotch Thistle," and the "Cotton Plant," or other noxious weeds detrimental to good husbandry; and thirty days notice, by advertisement in the local newspaper, or by a written or printed notice, under the hand of the Council Clerk or other officer appointed for that purpose, left at or sent through the post to the last-known residence or place of business of the person upon whose land such weeds may exist, shall be deemed sufficient notice to owners or occupiers of property. And if after the expiration of thirty days from the first publication of such notice by advertisement, or the delivering or posting of such written or printed notice, the owner or occupier of the land shall neglect or refuse to extirpate such weeds, by cutting, pulling, or grubbing and burning them, the Council shall have power in a summary manner, before any two Justices, to recover a fine not exceeding ten pounds, together with costs of Court, by levy and distress upon the goods and chattels of the person or persons so offending. Where noxious weeds are found growing upon land unoccupied, the owner or owners of which are unknown, the Council shall have power at any time to enter upon and clear the weeds from such lands, the cost of such clearing to remain a charge upon the land so cleared.

PART IV.

BY-LAWS for the management of the permanent and temporary Commons, North and South Deniliquin.

1. The regulations enforced by the late Trustees, for the direction and management of the Deniliquin Town Commons, shall be repealed from and after the 1st day of September, 1870.

2. All persons, being commoners, shall be entitled to depasture cattle on these Commons, subject to the payment of fees according to the following scale, viz. :-

	s. d.
For every horse, mare, gelding, colt, or filly, per annum	7 6
For every cow, heifer, bull, ox, steer, or calf	4 0
For every sheep or goat	2 0

3. No fees shall be charged for the progeny of registered cattle under twelve months old.

4. Butchers and other residents, being commoners, having a fluctuating number of cattle and sheep, will be allowed a reduction of 25 per cent. on not less than 100 sheep and 50 head of cattle.

5. All fees shall be paid half-yearly in advance, and shall be due and payable at the Council Chambers, during business hours, on and after the first day of June and first day of December in each year.

6. No cattle will be considered as registered unless the fees be paid at the time of entering.

7. No entire horse, bull, or he goat shall be allowed on the Commons above six months old, without the consent in writing of the Council; and all foals and calves, upon arriving at the age of twelve months, shall be charged commonage rates.

8. All stock belonging to commoners and depastured on the Town Commons, shall be registered at the Council Chambers, where a book shall be kept containing an account of all cattle so registered, such cattle to have a distinguishing or private brand. The aforesaid book to be open to the inspection of all commoners during business hours.

9. Travelling stock to depasture on such portions of the Commons as may be defined by the Council.

10. Persons in charge of travelling stock, also teamsters, for their horses and bullocks, may (as the Council shall decide) make special arrangements to depasture their cattle beyond the time allowed in the Crown Lands Alienation Act of 1861.

11. The Council, or person in charge of the Commons, will not be responsible for any cattle depasturing on them; but immediately after it is known that any have strayed information will be given to the owners.

12. The Council will authorize the impounding of all horses, cattle, sheep, pigs, or goats, trespassing on the Commons, an entry of which shall be kept in a book, so that all damages and fees accruing from the same may be properly accounted for.

13. No horses or cattle the property of commoners depasturing on the Commons, excepting cows in milk, and horses in daily use, to be disturbed or removed without giving twelve hours notice, or leaving written instructions at the Council Chambers during business hours. In cases of emergency, horses may be taken by procuring a written order signed by one Alderman and the Council Clerk. Any infringement of this regulation will, upon conviction before two or more Justices of the Peace, subject the offenders to a penalty of twenty shillings and not more than five pounds.

14. All cattle suspected to be diseased shall be removed by their owners within twenty-four hours after notice has been served upon them; and in default of compliance with such order, the Council shall have power to destroy such cattle at the risk and cost of the owner.

15. Owners or persons in charge of travelling sheep shall be compelled to give at least twelve hours notice in writing of their intention to enter upon the Commons, such notice to be left with or addressed to the Town Herdsman. All persons failing to comply with the requirements of this rule shall be liable to a penalty not exceeding twenty pounds, in accordance with the provisions of section 41 of the Sheep Diseases Act of 1866.

16. The occupation as sites for residences of any portion of the permanent or temporary Commons is hereby strictly prohibited, unless by the express permission of the Council, to whom applications for purposes of this kind must be addressed in writing. Should the Council deem it advisable to accede to any such applications, a fee will be charged at the rate of one pound per annum for such periods as may be granted.

17. Permission will be granted to commoners to cut and take timber from those portions of the Commons which may from time to time be defined by the Council, such timber to be for the use of or sale to commoners, also for digging and carting away gravel, clay, loam, earth, sand, or other material, for the use of or for sale to commoners. For such purposes the following fees shall be imposed to be paid half-yearly in advance, and to be due and payable at the Council Chambers on and after the first day of June and first day of December in each year, respectively :-

	£	s.	d.
Sawyers—hardwood, per annum	1	0	0
Carters of firewood and splitters	1	0	0
Brick-yard, including clay and sand	3	0	0
Sand, loam, earth, or gravel	1	0	0
If no license be taken out—per load	0	0	6

18. The Council Clerk or Herdsman shall give to each person who has registered cattle a receipt for all moneys paid by him on account of the pasturage of such cattle, also for all other purposes enumerated in these By-laws.

19. The violation of any of the foregoing By-laws will subject all persons so offending to the several penalties enumerated in the Acts of Vic. 11 No. 31, the Crown Lands Occupation Act of 1861, and the Impounding Act of Vic. 29 No. 2.

WILLIAM M'KENZIE, Mayor.

Passed by the Council of the Municipal District of Deniliquin, the eighteenth day of July, one thousand eight hundred and seventy.

JOHN WARING,
Council Clerk.

1870.

NEW SOUTH WALES.

MUNICIPALITIES.

(BOROUGH OF HUNTER'S HILL—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict. No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 18th October, 1870.

BOROUGH OF HUNTER'S HILL.

THE following By-laws, made by the Council of the Borough of Hunter's Hill, for regulating their own proceedings, for the general good rule and government of the Borough, the collection of rates, and for the prevention and abatement of nuisances, and other matters, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the Municipalities Act of 1867.

CHARLES COWPER.

BOROUGH OF HUNTER'S HILL.

BY-LAWS to regulate, by means of Standing Orders, the proceedings of the Municipal Council of Hunter's Hill, for the general good rule and government of the Municipality, and for the collection of rates, the prevention and abatement of nuisances, and other matters.

THAT the By-laws made and passed by the Municipal Council under the Municipalities Act of 1838, section 72, so far as the same may now be in force, shall be and the same are hereby repealed, and in lieu thereof the following shall be the By-laws of the Municipality of Hunter's Hill:—

Meetings of Municipal Council, and duties of Mayor and Alderman.

1. The Council shall meet at the Council Chamber, or other place that may hereafter be appointed within the Borough, at 8 o'clock p.m. on every alternate Friday, for the transaction of business, unless otherwise adjourned,—subject, however, to the provisions of the Municipalities Act of 1867.

2. There shall be two half-yearly meetings of the Council, in the months of March and September in each municipal year, for the purpose of making up the accounts of the Municipality for the half-year respectively expiring in the preceding months of February and August in such year.

3. If at any meeting duly held, the Mayor be not present at the expiration of fifteen minutes after the time appointed for holding the meeting, the Aldermen present shall choose for that meeting a Chairman from among themselves.

4. The Mayor or presiding Alderman shall preserve order, and his decision on disputed points of order shall be final.

5. The Mayor or presiding Alderman may take part in all the proceedings of the Council.

6. When the Mayor or presiding Alderman is called upon to decide upon a point of order or practice, he is to state the rules applicable to the case, without argument or comment.

7. The Mayor or presiding Alderman shall put all questions, and declare the sense of the Council thereon.

8. If two or more members rise to speak at the same time, the Mayor or presiding Alderman shall decide which member is entitled to pre-audience.

9. The Mayor or presiding Alderman may, without waiting for the interposition of any member of the Council, call to order any member proceeding to speak a second time on the same subject, except in the way of explanation only, or of reply by the mover of any motion then under consideration.

10. The Mayor or presiding Alderman shall, on every motion made, put the question first in the affirmative, and then in the negative, and he may do so as often as may be necessary to enable him to form and declare his opinion, from the show of hands, as to which party has the majority.

Order of business.

11. The business of the Council shall be taken in the following order:—

- Reading and signing Minutes of last meeting.
- Reading of copies of letters sent by authority of Council.
- Reading of letters received, and considering and ordering thereon, provided four days' previous notice be given of such letters.
- Reception and reading of petitions and memorials, but without discussion.
- Reception and reading of Reports from Permanent and Select Committees, and ordering thereon.
- Payment of accounts and special payments.
- Orders of the day, and adjourned motions.
- Motions according to notice.

12. The order of the day shall include all business of which due notice has been given, and all matters arising out of former meetings of the Council.

13. Any motion entered on Notice Paper, and the Alderman having given notice of the same being absent, and no other Alderman having been deputed to bring forward such motion when the business is called on, shall be struck out.

14. Any number of amendments may be proposed on a motion before the Council; and when more than one amendment is moved, the question shall first be put on the last

amendment, and then on the next, and so on, in the reverse order in which they were moved, except when such motion or amendment shall relate to the acceptance of tenders, the fixing of salaries, or other matters of finance, in which case the lowest sum shall be put first, then the next lowest, and so on to the highest.

15. It shall not be necessary for any motion to be seconded.

16. Motions for adjournment shall be put without discussion, and if negatived it shall not be competent for any Alderman to make a similar motion until half an hour shall have elapsed.

17. Motions to rescind or to vary a former vote of the Council, shall not be moved without express notice, and a call of the Council on a particular day to be named for the purpose.

Notices of motion.

18. The Council Clerk shall enter in a book to be kept for that purpose, to be called the "Notice Book," all notices of motion in the order in which they are received.

19. Every motion after being read shall be considered the property of the Council, and shall not be withdrawn without leave of the Aldermen present.

Petitions.

20. No discussion shall take place on the presentation of any petition, without notice of motion given after its reception.

21. It shall be incumbent on any Alderman presenting a petition to acquaint himself with the language thereof, and to report to the Council that he considers it unobjectionable in that respect.

22. All petitions shall be received only as the petitions of the parties signing the same.

Committees, and their reports.

23. No Committee shall consist of less than three members of the Council, which number shall form a quorum.

24. No report of any Committee shall be adopted, unless due notice of motion for that purpose be given after its reception.

25. The rules of the Council shall be observed in a Committee of the Whole Council, except the rule limiting the numbers of times of speaking.

Order of debate.

26. Any Alderman proposing a motion or amendment or discussing any matter shall not be interrupted unless by a call to order, when he shall sit down; the Alderman calling to order shall then be heard, and the question of order decided before the subject is resumed or any other business proceeded with.

27. Any Alderman proposing a motion or any amendment must state the nature of it before addressing the Council.

28. Except in Committee, no Alderman shall speak twice on the same question, unless in explanation when he has been misrepresented or misunderstood: Provided, however, that the mover shall be allowed to reply, and that every Alderman shall have the liberty of speaking once on every amendment as well as on the original motion.

29. No Alderman shall digress from the subject under discussion, nor shall he speak upon any motion or amendment for a longer period than ten minutes, without the consent of the Council.

30. A debate may be adjourned to a later hour of the same evening or to another day to be specified.

31. The Alderman upon whose motion any debate shall be adjourned by the Council, shall be entitled to pre-audience on the resumption of the debate.

32. It shall be competent for any Alderman to divide the Council on any question, both in full Council and Committee, and the Mayor or presiding Alderman shall take the division in the usual way by show of hands, and the names given by the Mayor or presiding Alderman to the Council Clerk shall be taken down by him and recorded.

33. All divisions of the Council shall be entered in the Minute Book.

34. Any Alderman using offensive or abusive language towards any other Alderman, or persisting in speaking when requested by the Mayor or presiding Alderman to desist, or refusing to sit down when called to order by the Mayor or presiding Alderman, shall forfeit and pay for every such offence a sum of money not being less than five shillings nor exceeding five pounds.

Miscellaneous regulations.

35. In cases where security is required by the Municipalities Act, sureties offered shall be approved by the Council; and it shall not be competent for the Council to accept as surety any Alderman or any person holding office under the Council.

36. No work affecting the funds of the Borough shall be undertaken until the probable expense be first ascertained by the Council, and all accounts to be paid by the Council shall be examined by the Finance Committee and reported on by them before any warrant shall be issued for the payment thereof.

37. The Treasurer's accounts shall be laid before the Council at the first meeting of each quarter, or oftener if required by the Council.

38. No officer appointed by the Council shall be at liberty to show, lay open, or expose any of the books, papers, or records of the Council, to any person not an Alderman, without leave of the Council, except as otherwise provided by law.

39. Any person defacing or altering any such book, paper, or record, shall for every such offence forfeit and pay a penalty of not more than fifty pounds.

40. Any person removing any such book, paper, or record from the Council Chamber, without leave from the Council first had and obtained, shall for every such offence forfeit and pay a penalty of not more than twenty pounds.

41. The common seal, and all charters, deeds, muniments, and records of the Council, shall be kept in the Council Chambers or Office of the Council, in custody of the Council Clerk, unless for any purpose the Council shall otherwise order.

42. Any one or more of the Standing Orders may be suspended *pro tempore* in a case of emergency, if a majority of the Council then present shall deem such suspension necessary.

Collection of rates—Time of collection.

43. The rates shall be levied and collected half-yearly.

44. The taxes thus levied shall be held due and payable on such days as the Council may by resolution from time to time appoint. Notice of the amount of taxes imposed shall be served on the person or premises taxed in the usual mode. Every person not paying his or her taxes at the Office of the Council, or to the Council Clerk or other proper officer, within thirty days after such notice as aforesaid, shall be deemed a defaulter.

Defaulters.

45. It shall be the duty of the Council Clerk to furnish the Mayor and the Chairman of the Finance Committee, respectively, from time to time, with lists of all persons who are in default within the meaning of these By-laws or of section 176 of the Municipalities Act of 1867.

46. It shall be the duty of the Mayor by order of the Council to issue distress warrants against all defaulters within one month after such default shall in manner aforesaid have been reported to him, and to cause such warrants to be enforced. With the consent of the Committee or of a majority thereof, a further time of not exceeding three months, may, in cases deemed special, be allowed for payment. No further extension of time shall however, in any case or upon any pretence, be granted without the sanction of a majority of the Council.

The Bailiff and his duties.

47. The Bailiff of the Borough shall be appointed by resolution of the Council, and may at any time be removed from office by a similar resolution moved upon notice in the ordinary way.

48. It shall be the duty of the Bailiff to make all levies by distress for the recovery of rates in manner hereinafter provided. He shall give security to the satisfaction of the Mayor to the extent of fifty pounds for the faithful performance of his duty.

49. All levies and distresses shall be made under warrant in the form or to the effect of the schedule hereto annexed and marked with the letter A, under the hand of the Mayor or of any person who may for the time being be duly authorized to perform the duties of that officer.

50. At the time of making a distress, the Bailiff shall hand a copy of the warrant to the occupant of the land or premises, or the owner of the goods distrained, or to some person resident at the place where such distress is made; and in case there shall be no person at such place, he shall give a copy to the ratepayer on demand at any time within one month after the making of such distress.

51. On making a distress, the Bailiff shall forthwith make out a written inventory in the form or to the effect of the schedule annexed hereto and marked with the letter B, which inventory shall be delivered to the occupant of the land or premises, or the owner of the goods so distrained, or to some person on his or her behalf resident at the place where the distress shall be made; and in case there shall be no person at such place with whom such inventory can be left as aforesaid, then such inventory shall be posted on some conspicuous part of the land or premises on which the distress is made, or in any such public place as may be deemed fit, and the Bailiff shall give a copy of the inventory to the ratepayer on demand at any time within one month after the making of such distress.

52. When a distress has been made and the rates levied for shall not be paid within five days thereafter, the Bailiff may sell the goods distrained upon at public auction, or may cause the same to be thus sold by any duly licensed auctioneer for the best price that can be gotten for the same, towards the satisfaction of the said rates; and the overplus, if any, shall be handed over to the owner of the goods or the occupant of the land or premises where the distraint has been made, and a full and true account in writing shall in every case be given by the Bailiff to the said owner or occupant on demand: Provided always that nothing herein contained as to the time of sale shall apply to any corn, grass, hops, roots, fruits, pulse, or other product whatever which shall be growing at the time of the same being seized as a distress.

53. The Bailiff on making a distress for rates as aforesaid may impound or otherwise secure the distress so made, of what nature or kind soever it may be, in such places or such part of the land or premises chargeable with the rate as shall be most fit and convenient for this purpose; and it shall be lawful for any person whatsoever after the expiration of the five days hereinbefore mentioned to come and go to and from such place or part of the said land or premises where any distress shall be impounded and secured as aforesaid, in order to view and buy, and in order to carry off and remove the same on account of the purchaser thereof.

54. The owner of any goods so distrained upon may at his or her option direct and specify the order in which they shall be successively sold, and the said goods and chattels shall in such case be put up for sale according to such directions.

55. No distress shall be made upon the goods of any casual visitor in any house, nor on the goods other than furniture of any lodger in any house or apartment ordinarily let or used as a lodging-house or apartment.

56. The Bailiff shall hand over to the Council Clerk all proceeds of such distresses, within forty-eight hours after having received the same.

57. The Bailiff may, with the sanction of the Mayor or the Chairman of the Finance Committee, authorize any person to act temporarily as his deputy; and the person thus authorized shall have and exercise for the time being all the powers of the Bailiff himself, but the Bailiff and his surties shall in every case be held responsible for the acts of such deputy.

Public thoroughfares in charge of the Council.

58. The Surveyor or Acting Surveyor of the Borough, if any such shall be appointed by the Council thereof, or if no such Surveyor be appointed, then the Chairman for the time being of the Improvement Committee, shall be the proper officer for marking out when necessary any roads, streets, or lanes, in actual public use as such within the Borough. In marking out such roads, streets, or lanes, recourse shall be had by the Surveyor or Chairman as aforesaid, when practicable, to the plans under which land with frontage to the road, street, or lane in question shall have been sold; he shall also be the proper officer for marking out, when deemed necessary by the Council, the carriage and foot-ways in such roads, streets, lanes, or other public places; but it shall be sufficient for him for this purpose to place posts at the corners or intersections of the streets, or wherever the same may be necessary or desirable.

59. And with regard to buildings hereafter to be built or rebuilt, it shall not be lawful for any portico, balcony, coping, parapet, overhanging eaves, cornice, windows, string-cornice, string-course, dressing, or other architectural decoration, forming part of any external wall, to project more than eighteen inches beyond the general line of front in any street or road; nor shall any balcony or other external projection as aforesaid, which may hereafter be added to any existing building, be allowed to project more than eighteen inches as aforesaid.

60. When any foot-ways shall have been marked out in manner hereinbefore directed, the Surveyor or Chairman as aforesaid may cause the same to be levelled and made as nearly as practicable of equal height and breadth, and with an equal slope and inclination, and for this purpose may remove any flagging, steps, or other matter or thing that may injure or obstruct the said foot-way, or render it unequal or inconvenient, and which now is or may hereafter be erected or placed on the space marked out for any of the said foot-ways.

Wharves in charge of the Council.

61. The wharves at the foot of all public streets and roads within the Borough are public wharves, at which may be collected, under the Municipalities Act of 1867, the tolls, rates, and dues set forth in Schedule C hereto.

62. All articles landed at or upon any portion of the public wharves, shall be removed therefrom within twenty-four hours, by the persons landing the same, excepting the articles mentioned in section 65 of these By-laws, and therein provided for.

63. The Council may from time to time, as it shall deem advisable, appoint a wharfinger of any public wharf; and such wharfinger shall have power to and is hereby authorized and required to keep good order upon the wharf and to remove all disorderly persons therefrom.

64. No boat shall be allowed to remain at the passengers' stairs longer than is necessary to land or receive passengers.

65. No rubbish, cinders, ballast, shells, manure, animal or vegetable matter, shall be landed, except in bags, baskets, or casks, upon any public wharf; and such articles shall be removed within twelve hours after landing.

66. Any person offending against any of these By-laws shall for every such offence forfeit and pay a sum not less than ten shillings nor more than five pounds.

Carts, drays, &c.

67. All carts, drays, and vans, plying for hire within the Borough, shall be registered at the Council Chambers, and receive a license, for which each applicant shall pay the sum of 2s. 6d.

68. The name, place of abode, number of license, and the words "Licensed cart, dray, or van" (as the case may be) shall be painted in letters one inch long upon the right or off side of such cart, dray, or van.

Slaughter-houses, &c.

69. The Council of the said Borough may appoint houses and places for the slaughtering of cattle and other animals, and grant licenses for such houses or premises, in such place or places as the said Council shall approve. The license-fee for every such house or premises shall be two shillings and sixpence per annum, paid in advance.

70. It shall not be lawful for any person to slaughter or cause to be slaughtered for the purpose of sale, any cattle, sheep, or other animal, in any house or place within the said Borough, other than in such house or premises for slaughtering as may be appointed and licensed as aforesaid; and any person who shall so offend, shall, on conviction, forfeit and pay for every such offence the sum of ten pounds.

71. Any officer of the said Council shall be at liberty at all times during the day to enter such licensed house or premises, for the purpose of inspecting the same with reference to its cleanliness, and also all cattle slaughtered or intended to be slaughtered in such house or premises; and the owner or occupier of such house or premises who shall neglect to keep such house or premises in a clean and wholesome state, or shall refuse to admit the said officer for the purposes aforesaid, shall for every such offence, on conviction thereof, forfeit and pay the sum of two pounds.

72. Any person who shall knowingly slaughter for human food any animal infected with any disease affecting the milt or spleen, or shall offer or expose for sale any such animal or any part thereof, or of any animal which shall, after being slaughtered, be found to be so diseased, shall on conviction thereof forfeit and pay for every such offence any sum not exceeding fifty pounds nor less than ten pounds.

Sewerage, &c.

73. It shall be lawful for the Council of the said Borough, at any time and at all times, and they are hereby authorized and empowered, by themselves, their servants, agents, or contractors, to make and construct any sewer or drain as the said Council may think necessary, in, under, or through any part of the said Borough, and to do and perform all excavations and other works connected therewith, and also from time to time to open, cleanse, or repair such sewers or drains, or alter the position thereof to connect or repair other sewers or drains or to cleanse the same: Provided also that the said Council shall repair and make good all damage or loss occasioned by the excavations, &c., required for the making, connecting, altering, cleansing, or repairing as aforesaid.

74. No person shall open or connect with either of the main sewers, drains, or connections, any private sewer or drain, without the written consent of the Council, and the work shall then be performed according to the direction and under the control of the said Council, at the expense of the person requiring such connection; and the owner or person who shall require any such work or improvement shall at his own expense make good all roads, streets, kerbing, &c., which shall have been injured by or through any such work, and all such repairs shall be performed to the satisfaction of such officer as the Council shall appoint to superintend such work; and any person who shall do or perform anything contrary to this clause, or shall neglect to make good all such damage as aforesaid, shall, on conviction thereof, forfeit and pay any sum not exceeding fifty pounds nor less than one pound.

75. No surface drain shall be made in any foot-path nor any pipes laid across the same, without the authority of the Council, and no such pipe or drain shall be used for the discharge into any street or road-way of any offensive liquid or matter of any kind whatsoever; and any person who shall so offend shall forfeit and pay for every such offence a sum not exceeding fifty pounds nor less than one pound.

Slop, night-soil, &c., to be conveyed away only at certain hours, &c.

76. If any person or persons shall drive or cause to be driven any cart or other carriage with any night-soil or ammoniacal liquor therein, through or in any of the streets, roads, or public places within the said Borough, between the hours of six o'clock in the morning and ten o'clock at night, or shall fill any cart or other carriage so as to turn over or cast any night-soil, ammoniacal liquor, slop, mire, or channel-dirt, or filth, in or upon or near to any of the said streets or other public places, it shall and may be lawful for any person whomsoever to seize and apprehend, and to assist in seizing and apprehending the offender, and to convey him before any Justice of the Peace; and in order to prevent nuisances, it shall not be lawful for any person to deposit night-soil, ammoniacal liquor, or other offensive matter, nearer to any street, road, or dwelling-house than shall be directed by the said Council; and all night-soil and other offensive matter shall be removed within the hours before prescribed, in properly covered and watertight carts or other vehicles; and no vehicle used for this purpose shall be allowed to stand on any premises nearer to any road, street, or

dwelling-house than shall be directed by the said Council; and every person so offending shall for every such offence forfeit and pay any sum not exceeding five pounds; and in case the person so offending cannot be apprehended, then the owner of such cart or carriage in which such night-soil, ammoniacal liquor, slop, filth, mire, or channel-dirt shall be put or placed, and also the employer of the person so offending, shall be liable to and forfeit and pay such penalty as aforesaid.

Hours for removing night-soil, &c., &c.

77. If any person shall take away night-soil from any house or premises within the streets of the Borough, or shall come with carts or carriages for that purpose, except between the hours of ten at night and six in the morning, or if any person or persons shall put in or cast out of any cart or tub or otherwise any night-soil in or near any of the streets or public places, it shall be lawful for any constable (and they are hereby strictly charged so to do), or for any other person whomsoever, to apprehend and convey any persons found committing any of the said offences to the nearest watch-house, and from thence to convey them as soon as conveniently may be before some Justice of the Peace, to be dealt with according to law; and the owner of any carts, carriages, horses, or beasts employed in and about emptying and removing such night-soil, or coming for that purpose (save and except within the hours hereby allowed), or the employer of any person who shall so put or cast out any such nightsoil, shall forfeit and pay any sum not exceeding five pounds for every such offence.

Suppression of nuisances, &c.

78. In case any privy, hog-sty, or any other matter or thing whatsoever which shall at any time be or become a nuisance by causing unwholesome smells to arise within any part of this Borough, it shall be lawful for any two Justices, upon complaint thereof by any person, to investigate such complaint, and to order that such privy, hog-sty, boiling-down establishment, or other matter or thing being a nuisance as aforesaid, to be cleansed, removed, or discontinued, as the case may be, within seven days after such order has been made and notice given to the owner or occupier of the premises whereon such nuisance shall exist; and every such owner or occupier neglecting to remedy or remove such nuisance pursuant to such notice or order, and to the satisfaction of such Justices, shall forfeit and pay the sum of ten pounds for every such neglect or disobedience; and also, it shall be lawful for such Justices to indict, or cause to be indicted for such nuisance, such person or persons so neglecting or disobeying any such notice or order, at the then next Court of General or Quarter Sessions to be held nearest to the said Borough; and the person or persons being found guilty shall be subject to such punishment and to such further order as the Justices assembled at such Sessions shall lawfully decide.

Destroying trees, &c.

79. Any person who shall wilfully destroy or damage any shrub or tree growing on any street, thoroughfare, or other place within this Borough, or shall injure any hedge, fence, gate, or building in such street, thoroughfare, or other public place, or shall set fire to any shrubs or trees, or shall cut or remove any timber from any such street, thoroughfare, or public place as aforesaid, shall on conviction thereof forfeit and pay for every such offence any sum not exceeding fifty pounds nor less than one pound.

Trespasses, depreedations, and removal of nuisances, damaging public buildings, &c.

80. Any person who shall damage any public building, wall, parapet, sluice, bridge, road, street, sewer, watercourse, or other public property, shall pay the cost of repairing the same, not exceeding fifty pounds; and if the same be wilfully done, shall forfeit and pay a sum not exceeding twenty pounds in addition to the cost of repairing the same, not exceeding fifty pounds in the whole.

As to obstructing public watercourses.

81. Any person who shall cast any filth or rubbish into any public watercourse, sewer, or canal, or shall obstruct or divert from its channel any such sewer, canal, or watercourse, shall forfeit a sum not exceeding five pounds, and shall pay the cost of removing such filth or obstruction, or of restoring such watercourse or canal to its proper channel, not exceeding fifty pounds in the whole.

Throwing filth on carriage or foot ways, driving barrows and carriages on pavement, &c., &c.

82. If any person shall in any street or road, throw, cast, or lay, or shall cause, permit, or suffer to be thrown, cast, or laid, or to remain, any ashes, rubbish, offal, dung, soil, dead animal, blood, or other filth or annoyance, or any matter or thing, in or upon the carriage-way or foot-way of any such street or road,—or shall kill, slaughter, dress, scald, or cut up, any beast, swine, calf, sheep, lamb, or other cattle, in or so near to any of the said streets or roads as that any blood or filth shall run or flow

upon or over, or be on any such carriage or foot way,—or shall run, roll, drive, draw, place, or cause, permit, or suffer, to be run, rolled, driven, drawn, or placed, upon any of the foot-ways of any street or road, any waggon, cart, dray, sledge, or other carriage, or any wheelbarrow, or any truck or cask,—or shall wilfully lead, drive, or ride any horse, or other beast, upon any of the foot-ways aforesaid,—every person so offending, upon conviction before any Justice of the Peace, or upon the view of any such Justice, shall forfeit and pay a sum not exceeding forty shillings nor less than five shillings.

Placing carriages, goods, &c., on foot-ways.

83. If any person shall set or place, or cause or permit to be set or placed, any stall, board, chopping-block, show-board, basket-ware, merchandise, casks, or goods of any kind whatsoever,—or shall hoop, place, wash, or cleanse, or shall cause to be hooped, placed, washed, or cleansed, any pipe, barrel, cask, or vessel, in or upon or over any of the carriage or foot ways in any street or road,—or shall set out, lay, or place, or shall cause, permit, or suffer to be set out, laid, or placed, any coach, wain, waggon, dray, barrow, sledge, truck, or other carriage, upon any of the said carriage-ways, except for the necessary time of loading or unloading the same, or taking up or setting down any fare, or waiting for passengers when actually engaged, or harnessing or unharnessing the horses or other animals from any coach, cart, wain, waggon, dray, sledge, truck, or other carriage,—or if any person shall set or place, or cause to be set or placed, in or upon or over any of the said carriage or foot ways any timber, stones, bricks, lime, or other materials or things for building whatsoever (unless the same is enclosed as hereinafter directed), or any other matter or things whatsoever,—or shall hang out or expose, or shall cause or permit to be hung out or exposed, any meat or offal, or other thing or matter whatsoever, from any house or houses, or other buildings or premises over any part of either or any of such foot-ways or carriage-ways, or over any area or areas of any houses or other buildings or premises, or any other matter or thing, from and on the outside of the front or any other part of any house or houses, or other buildings or premises, over or next unto any such street or road, and shall not immediately remove all or any such matter or things, being thereto required by the said Council or officer of Council, and shall not continue and keep the same so removed,—or if any person having, in pursuance of any such requisition as aforesaid, removed or caused to be removed any such stall, board, show-board, chopping-block, basket-ware, merchandise, cask, goods, coach, cart, wain, waggon, dray, barrow, sledge, truck, carriage, timber, stone, bricks, lime, meat, offal, or other matters or things, shall at any time hereafter again set, lay, or place, expose, or put out, or cause, procure, permit, or suffer to be set, laid, placed, exposed, or put out, the same or any of them, or any other stall-board, show-board, chopping-block, basket-ware, merchandise, goods, timber, stones, bricks, lime, meat, offal, or other things or matters whatsoever (save and except as aforesaid), in, upon, or over any of the carriage or foot ways of or next unto any streets or roads as aforesaid,—then and in every such case every person so offending shall upon conviction forfeit and pay for the first offence a sum not exceeding forty shillings nor less than five shillings; and it shall also be lawful for the said Council, Officer of Council, or any constable without any warrant or other authority than this By-law, to seize any such board, stall-board, show-board, chopping-block, basket-ware, merchandise, casks, goods, coach, cart, wain, waggon, dray, barrow, sledge, truck, or other carriage, together with the horses or other animals, if any, which shall be thereunto belonging, with the harness, gear, and accoutrements thereof, or any such timber or other materials or other matters or things aforesaid, or any of them, not exceeding fifty pounds in value; and in case any of the goods, wares, or merchandise so seized shall be perishable or shall be articles of food, then the same shall be immediately forfeited, and the person or persons who shall seize the same shall deliver the same or cause the same to be delivered to the Superintendent of the Benevolent Asylum for the time being, and the same shall and may be distributed for the benefit of the inmates of the said Asylum, but otherwise such Justice or constable shall cause the stall-board, basket, cask, goods, coach, cart, waggon, wain, dray, barrow, sledge, truck, or other carriage, horses or other animals, materials, or other things so seized, and not being of a perishable nature, to be removed to any place appointed for the reception thereof, if any such there be, or otherwise to such place or places as he or they shall judge convenient, giving verbal notice of such place to the owner, driver, or other person having interest in the thing so seized and removed, if he shall be then there present; and the same shall be there kept and detained until such owner, driver, or other person interested therein as aforesaid, shall cause to be paid the penalty in which he shall be convicted, together with the charges for taking and removing the same and of keeping such horses or other animals (if any); and in case the animals or other things so removed shall not be claimed, and in case the said penalty and charges be not paid within five days next after such removal, it shall be lawful for any Justice to order the same to be appraised and sold; and the overplus of the money arising from such sale (if any) shall be paid to the owner thereof, after deducting the said penalty, and

such costs, charges, and expenses attending such seizing, removing, keeping, appraising, and selling the same as the said Justice shall ascertain and allow.

As to discharging firearms, &c.

84. Any person who shall discharge any firearms without lawful cause, or let off any fireworks, in or near to any road, street, or public thoroughfare, shall forfeit and pay a sum not exceeding five pounds.

Drawing or trailing timber, &c., &c.

85. If any person shall haul or draw, or cause to be hauled or drawn, upon any parts of the streets, roads, or public places, any timber, stone, or other thing otherwise than upon wheeled carriages, or shall suffer any timber, stone, or other thing which shall be carried principally or in part upon wheeled carriages, to drag or trail upon any part of such street or public place to the injury thereof, or to hang over any part of any such carriage so as to occupy or obstruct the street or road beyond the breadth of the said carriage, every such person so offending shall forfeit and pay for every such offence a sum not exceeding forty shillings over and above the damages occasioned thereby; and it shall be lawful for any constable to apprehend any person whom he shall find in the act of committing any such offence, and to convey such person before any Justice of the Peace, to be dealt with according to law.

No turf, gravel, &c., to be removed from streets without permission, &c.

86. Any person who shall form, dig, or open any drain or sewer, or who from any part of the roads, streets, or thoroughfares shall remove or cause to be removed any turf, clay, sand, soil, gravel, stone, or other material, without leave first had and obtained from the officers or persons having lawful charge of such roads, streets, or thoroughfares, respectively, or who shall wantonly break up or otherwise damage any part of the said roads, streets, or thoroughfares, shall, on conviction, forfeit and pay for every such offence any sum not exceeding five pounds.

As to riding or driving improperly through the streets, &c.

87. Any person who shall ride or drive through any road, street, or public place, negligently, carelessly, or furiously, or so as to endanger the life or limb of any person, or to the common danger of the passengers, shall forfeit and pay a sum not exceeding ten pounds.

Affixing placards on walls, and chalking thereon.

88. It shall not be lawful for any person to paste or otherwise affix any placard or other paper upon any wall, house, or building, nor to deface any such wall, house, or building by chalk or paint, or in any other manner, unless with the consent of the owner thereof; and any person who shall be guilty of any such offence shall forfeit and pay any sum not exceeding ten shillings.

Injuring public fountains, &c.

89. Any person who shall injure any public fountain, pump, cock, water-pipe, or any other thing connected with the preservation or supply of water to the said Borough or to any portion thereof, shall forfeit and pay the amount of such damage and any further sum not exceeding twenty pounds nor less than one pound; and any person who shall bathe or wash himself, or shall wash any clothes or other article, at or in any reservoir, channel, fountain, or basin provided for public use, or who shall in any other way foul the water preserved or used for the purposes aforesaid, shall forfeit and pay any sum not exceeding one pound nor less than five shillings.

Indecent exposure.

90. It shall not be lawful for any person to bathe in any waters exposed to public view within the said Borough, between the hours of 6 a.m. and 8 p.m.; and any person who shall indecently expose himself by bathing or preparing to bathe as aforesaid, within the prohibited time herein mentioned, shall forfeit and pay any sum not exceeding two pounds and not less than five shillings.

Cattle, &c., not allowed to go about the streets, &c.

91. It shall not be lawful for any person whomsoever to suffer any kind of cattle, horse, ass, mule, sheep, swine, or goats belonging to him, or under his or her charge, to depasture, stray, or go about, or to be tethered or depastured in any street, road, or public place within the said Borough; and any person who shall so offend shall forfeit and pay, in respect of every such offence, any sum not exceeding five pounds nor less than one pound.

Killing birds.

92. Any person who shall kill any bird, not being domesticated or tame, or shall rob or take the nest of any such bird, in any public place within the Borough, shall forfeit and pay a sum not more than one pound and not less than five shillings.

Slings, &c.

93. Any person who shall use any sling, catapult, or weapon for the discharge of stones or other missiles, in or near any road, street, or public place, shall forfeit and pay a sum not exceeding two pounds and not less than five shillings.

Defacing placards, &c.

94. Any person who shall destroy, deface, tear, or otherwise injure any notice, proclamation, or other document, purporting to be under the authority of the Council or of any officer of the Council, which shall be affixed to the notice-board adjoining the Council Chambers, or on any other public place, shall forfeit and pay a sum not exceeding one pound.

Jurisdiction of offences, &c.

95. Unless where lawfully otherwise directed, all complaints of offences against these By-laws shall be heard and determined in a summary manner by one or more Justice or Justices of the Peace; and upon every such complaint so to be heard and determined as aforesaid, an informer shall be considered and is hereby declared to be a competent witness; and no person or persons shall be convicted of any offence or offences contrary to the provisions of these By-laws in a summary way before any Justice or Justices of the Peace, after the expiration of one month from the time when such offence or offences shall have been committed.

As to proceedings against persons acting under these By-laws, &c.

96. All actions and prosecutions to be commenced against any person for anything done in pursuance of these By-laws, shall be commenced within two calendar months after the fact was committed, and not otherwise; and notice in writing of such action, and of the cause thereof, shall be given to the defendant one calendar month at least before the commencement of the action; and in any such action the defendant may plead the general issue, and give these By-laws and the special matter in evidence at any trial to be had hereupon; and no plaintiff shall recover in any such action, if tender of sufficient amends shall have been made before such action brought, or if a sufficient sum of money shall have been paid into Court after such action brought, by or on behalf of the defendant, together with the costs incurred up to that time; and if a verdict shall pass for the defendant, or the plaintiff become nonsuit or discontinue any such action after issue joined, or if upon demurrer or otherwise judgment shall be given against the plaintiff, the defendant shall recover his full costs as between attorney and client, and have the like remedy for the same as any defendant hath by law in other cases; and though a verdict shall be given for the plaintiff in any such action, such plaintiff shall not have costs against the defendant, unless the Judge before whom the trial shall be shall certify his approbation of the action and the verdict obtained thereupon.

A.

Warrant of distress.

I, A.B., Mayor of the Borough of Hunter's Hill, do hereby authorize you, C.D., the Bailiff of the said Borough, or your deputy, to distrain the goods and chattels in the dwelling-house (or in or upon the land and premises) of E.F., situated at _____, for _____, being the amount of rates due to the Borough, to the _____ day of _____, for the said dwelling-house (land, or premises, as the case may be); and to proceed thereon for the recovery of the said rate according to law.—Dated this _____ day of _____, A.D. 18 _____.

Mayor.

B.

Inventory.

I have this day, in virtue of the warrant of which a copy is attached hereto, distrained the following goods and chattels, in the dwelling-house, or in or upon the land and premises, of E.F., situated at _____, within the Borough of Hunter's Hill, for _____, being the amount of rates due to the said Borough, to the _____ day of _____.—Dated this _____ day of _____, A.D. 18 _____.

Bailiff.

C.

	s. d.
Each steamer landing passengers or cargo—per month...	5 0
Ditto—per trip, for any term less than a month.....	2 6
Licensed watermen plying for hire—per month.....	1 0
Vessels other than steamers carrying passengers embark-	
ing or discharging cargo—per ton	0 6
Ditto—any quantity less than a ton.....	0 3

Passed by the Council of Hunter's Hill, this eleventh day of March, in the year of our Lord one thousand eight hundred and seventy.

C. E. JEANNERET,
Mayor.

1870.

NEW SOUTH WALES.

MUNICIPALITIES.

(BOROUGH OF NEWTOWN—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict. No. 12, sec. 158.

Colonial Secretary's Office,
1st December, 1870.

BOROUGH OF NEWTOWN.

The following By-laws made by the Municipal Council of Newtown, for regulating their own proceedings and the duties of the officers and servants of the Borough—for preserving order at Council meetings—for determining the times and modes of collecting and enforcing payment of rates—for preventing and extinguishing fires—for suppressing nuisances and houses of ill fame—compelling residents to keep their premises free from offensive or unwholesome matters—aligning and cleansing roads and streets—preserving public decency—for the regulation of public vehicles plying for hire within the Borough—and for generally maintaining the good rule and government of the Borough, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the Municipalities Act of 1867.

CHARLES COWPER.

BY-LAWS.—PART I.

REGULATION OF PROCEEDINGS.

Days of ordinary meeting.

1. The Council shall meet every alternate Tuesday, at the hour of half-past seven in the evening, or at such other day and at such hour as may by resolution of the Council be from time to time appointed.

Course of procedure.

2. The following shall be the course of procedure at such meetings, viz. :—

- (1.) The reading and confirmation of the minutes of the previous meeting.
- (2.) The reading of official correspondence.
- (3.) The presentation of petitions.
- (4.) Reports brought up from Committees.
- (5.) Motions of which notice has been given.
- (6.) Orders of the day.
- (7.) Such other business as may lawfully be brought before the Council.

Petitions.

3. All petitions shall be received as the petitions of the persons signing the same only; and it shall be incumbent on any Alderman presenting a petition to acquaint himself with the language thereof, and to report to the Council that he considers it unobjectionable.

Petitions and correspondence may be dealt with without previous notice.

4. The Council may at any meeting resolve without previous notice that any petition be received, and that the same or any correspondence read be referred to a Committee.

Mayor to preserve order.

5. The Mayor shall preserve order, and may at any time call to order any Alderman who may appear to him to be out of order.

Calls to order.

6. Any Alderman may at any time call the attention of the Mayor to any Alderman being out of order, or to any other point of order.

Mayor's decision on points of order final.

7. Every point of order shall be taken into consideration immediately upon its arising, and the decision of the Mayor thereon shall be conclusive.

Mayor may take part in proceedings.

8. The Mayor may take part in all the proceedings of the Council.

Questions put by Mayor.

9. The Mayor shall put all questions, first in the affirmative and then in the negative, and may do so as often as may be necessary to enable him to determine the sense of the Council thereon, and thereupon he shall declare his decision, which shall be final.

Mayor to decide as to pre-audience of Aldermen.

10. If two or more Aldermen rise to speak at the same time, the Mayor shall decide which of them shall be entitled to pre-audience.

No Alderman to speak twice on the same question or amendment except in Committee.

11. No Alderman shall speak twice on the same question, unless in Committee or in explanation where he shall have been misrepresented or misunderstood: Provided that any Alderman although having previously spoken may speak once on every amendment, and that the mover of every question shall always have the right of final reply.

No Alderman to make personal reflections.

12. No Alderman shall digress from the matter under discussion, or make personal reflections on or impute motives to any other Alderman.

No Alderman to speak for more than fifteen minutes.

13. No Alderman to speak upon any motion or amendment for a longer period than fifteen minutes, without the consent of the Council.

Alderman using offensive expressions to apologize.

14. When any Alderman shall make use of any language or expression offensive or capable of being applied offensively to any other Alderman, the Alderman offending shall be required by the Mayor, or if in Committee by the Chairman of such Committee, to withdraw such language or expression and to make an apology satisfactory to the Council.

Debate may be adjourned.

15. A debate may be adjourned to a later hour of the same day or to another day.

Alderman adjourning debate entitled to precedence on resumption.

16. The Alderman upon whose motion any debate shall be adjourned shall be entitled to precedence on the resumption of the debate.

Any Alderman may divide Council.

17. It shall be competent for any Alderman to divide the Council on any question, both in full Council and in Committee of the Whole Council; and upon such division those who are upon the affirmative side shall seat or range themselves on the right hand of the Mayor, and those who are on the negative side shall seat or range themselves on his left hand; and no Alderman shall leave his seat or place till the names of the Aldermen and how voting shall have been taken down by the Council Clerk or person officiating for him.

Divisions to be entered on minutes.

18. All divisions of the Council shall be entered on the minutes of the proceedings.

Question to be read when required.

19. Any Alderman may require the question or matter under discussion to be read for his information, and upon such request the question or matter under discussion shall be read.

How amendments to be put.

20. When a motion in Council shall have been made and seconded, any Alderman shall be at liberty to move an amendment thereon, but no such amendment shall be discussed unless and until it be seconded. No motion or amendment shall be discussed until it shall have been reduced into writing. If an amendment be carried, the question as amended thereby shall become itself the question before the Council, whereupon any further amendment upon such question may be moved. If any amendment, either upon an original question or upon any question amended as aforesaid, shall be negatived, then a further amendment may be moved to the question to which such first-mentioned amendment was moved, and so on: Provided that not more than one question and one proposed amendment thereof shall be before the Council at any one time.

Adjournments.

21. Any motion for adjournment, if seconded, shall be immediately put without discussion; but if such motion be negatived, it shall not be competent for any member to make a similar motion until thirty minutes shall have elapsed from the period of moving the motion which shall have been so negatived.

Motions must be seconded.

22. No notice shall be taken by the Mayor of any motion unless it be seconded.

Motions to be in writing and not withdrawn without leave.

23. The Council Clerk shall put every motion into writing, which shall be signed by the mover; and every motion when seconded and read by the Clerk shall be considered the property of the Council, and shall not be withdrawn without leave of the Council.

Council Clerk to give notice of Committee meetings.

24. The Council Clerk shall call a meeting of any Committee when requested so to do by the Chairman or any two members of such Committee.

Duration of Special Committee.

25. The appointment of Special Committees shall continue until the specific duty for which they shall have been appointed shall have been discharged: Provided that such Committees may at any time be dissolved by vote of the Council.

Rules observed in Committee of the Whole, except, &c.

26. The rules of the Council shall be observed in a Committee of the Whole Council, except the rule limiting the number of times of speaking.

Report of Committee to be signed by Chairman.

27. Every report of a Committee shall be signed by the Chairman thereof.

Proceedings—By-laws may be suspended on emergency.

28. Any of these By-laws relating to or affecting proceedings at meetings of the Council, may be suspended, *pro tempore*, in cases of emergency, if all the members of the Council then present shall deem such suspension necessary.

PROTECTION OF FUNDS AND RECORDS.

Officer of Council may not be surety.

29. In cases where security is required by the Municipalities Act, it shall not be competent for the Council to accept as surety any of their members nor any person holding office under the Council.

Treasurer's accounts to be laid before Council.

30. The Treasurer's accounts shall be laid before the Council once in each month, or oftener if required by the Council.

Expense of proposed works to be first ascertained—Accounts to be examined by Finance Committee.

31. No work affecting the funds of the Municipality shall be undertaken until the probable expense thereof shall have been previously ascertained by the Council, and all accounts to be paid by the Council shall be examined by a Finance Committee and reported on by them before any warrant shall be issued for the payment thereof.

Records, &c., to be kept private.

32. Excepting as otherwise provided by law, if any person shall, without the permission of the Council first had and obtained, show, lay open, or expose any of the books, papers, or records of the Council to any person not being a member of the Council, the person so showing, laying open, or exposing the said books, papers, or records shall, on conviction thereof, forfeit and pay a penalty of not less than ten shillings nor more than five pounds, and on every subsequent conviction a penalty of not less than two pounds.

Custody of records, seal, &c.

33. The common seal, and all charters, deeds, muniments, papers, and records of the Council shall be kept in the Council Chambers or Office of the Council, in the custody of the Council Clerk, unless the Council shall otherwise order for any purpose; and the common seal shall not be used without the express authority of the Council, and every impression thereof so authorized shall be verified by the signature of the Mayor and Council Clerk.

Records, &c., not to be defaced or altered.

34. Any person who shall deface, alter, or destroy, or attempt to deface, alter, or destroy any such common seal, charter, deed, muniment, paper, or record, shall, on conviction thereof, forfeit and pay for the first offence a penalty not exceeding fifty pounds nor less than five pounds, and upon every subsequent conviction a penalty of not less than twenty pounds.

Nor removed.

35. Any person who shall remove or attempt to remove any such seal, charter, deeds, muniment, paper, or record from the Council Chamber without leave from the Council first had and obtained, shall, on conviction thereof, forfeit and pay a penalty of not more than twenty pounds nor less than two pounds, and for every subsequent offence a penalty of not less than five pounds.

PART II.

COLLECTION AND ENFORCEMENT OF RATES—TIMES AND MODES OF COLLECTION.

Rates under sec. 164 of the 31st Vict. No. 12 to be collected half-yearly.

1. All rates levied or imposed by the Council under the provisions of section 164 of the Municipalities Act of 1867, and for the purposes mentioned in the said section, shall be collected by half-yearly instalments. Each such instalment shall, as to every such rate and every such instalment thereof, be held to be due and payable on and after such days as the Council shall by resolution appoint at the time of making or imposing such rate.

Special rates.

2. All rates levied or imposed by the Council under sections 165, 166, and 167 of the said Municipalities Act of 1867, and for the purposes mentioned in the said sections, or under the provisions of any of the said sections, or for any of the purposes mentioned therein, shall be collected in such manner, and shall be held to be due and payable on and after such day or days as the Council may by resolution at the time of making or imposing such rates or any of them have appointed.

Rates to be paid at office of Council Clerk.

3. All persons liable to pay any rates as aforesaid, shall pay the amount thereof, within the time prescribed by the said Act, into the office of the Council Clerk, during office hours, that is to say, from twelve to three o'clock every day, except Saturday.

Defaulters.

4. It shall be the duty of the Council Clerk to furnish the Mayor with a list of the names of all persons whose rates are unpaid at the expiration of the times fixed for payment of the same as aforesaid.

Mayor to enforce payment.

5. It shall be the duty of the Mayor to cause such defaulters to be sued for the amount of such rates in a Court of competent jurisdiction, or to issue distress warrants against all such persons, and to cause such warrants to be enforced.

ENFORCEMENT BY DISTRESS.

Bailiff.

6. A Bailiff shall, when found necessary, be appointed by the Mayor.

Bailiff's sureties.

7. The Bailiff shall find two sureties, to the satisfaction of the Mayor, to the extent of twenty-five pounds each for the faithful performance of his duty.

Duty of Bailiff.

8. It shall be the duty of the Bailiff to make all levies by distress for the recovery of rates in the manner hereinafter provided.

Warrant of distress.

9. All levies and distresses shall be made under warrant in the form of Schedule A hereto, under the hand of the Mayor or any Alderman who may for the time being be duly authorized to perform the duties of that office.

Distress and sale, &c.

10. If the sum for which any such distress shall have been made shall not be paid, with costs, as hereinafter provided, on or before the expiration of five days, the Bailiff shall sell the goods so distrained, or a sufficient portion thereof, by public auction, either on the premises or at such other place within the said Borough as the Bailiff may think proper to remove them to for such purpose, and shall pay over the surplus (if any) that may remain after deducting the amount of the sum distrained for and costs, as hereinafter provided, to the owner of the goods so sold, on demand of such surplus by such owner.

Inventory.

11. At the time of making a distress the Bailiff shall make out a written inventory in the form of Schedule B hereto, which inventory shall be delivered to the occupant of the land or premises, or the owner of the goods so distrained, or to some person on his or her behalf resident at the place where the distress shall be made, and in case there shall be no person at such place with whom such inventory can be left as aforesaid, then such inventory shall be posted on some conspicuous part of the land or premises on which the distress is made, and the Bailiff shall give a copy of the inventory to the ratepayer on demand, at any time within one month after making such distress.

Goods may be impounded.

12. The Bailiff, on making a distress as aforesaid, may impound or otherwise secure the goods or chattels so distrained, of what nature or kind soever, in such place or places or in such part of the land or premises chargeable with rates as shall be most fit and convenient for this purpose; and it shall be lawful for any person whomsoever, after the expiration of the five days as hereinbefore mentioned, to come and go to and from such place or part of the said land or premises where such goods or chattels shall be impounded and secured as aforesaid, in order to view and buy, and in order to carry off and remove the same on account of the purchaser thereof.

Owner to direct order of sale.

13. The owner of any goods or chattels so distrained upon, may at his or her option direct and specify the order in which they shall be successively sold, and the said goods or chattels shall in such case be put up for sale according to such direction.

Proceeds of distress.

14. The Bailiff shall hand over to the Council Clerk all proceeds of every such distress within forty-eight hours after having received the same.

Costs.

15. There shall be payable to the Bailiff for the use of the Council, for every levy and distress made under this By-law, the costs and charges in the Schedule herunto annexed marked C.

SCHEDULE A.

Warrant of Distress.

I, Mayor of the Borough of _____, do hereby authorize you _____, the Bailiff of the said Municipality, to distrain the goods and chattels in the dwelling-house (or in and upon the land and premises) of _____, situate at _____, for _____, being the amount of rates due to the said Borough to the _____ day of _____, for the said dwelling-house (or land or premises, as the case may be), and to proceed thereon for the recovery of the said rates according to law.

Dated this _____ day of _____, 187 ____ Mayor.

SCHEDULE B.

Inventory.

I have this day, in virtue of the warrant under the hand of the Mayor of the Borough of _____, dated _____, distrained the following goods and chattels in the dwelling-house (or in and upon the land and premises) of _____, situate at _____, within the said Borough, for _____, being the amount of rates due to the said Borough to the _____ day of _____.

Dated this _____ day of _____, 187 ____ Bailiff.

SCHEDULE C.

Costs.

	s.	d.
For every warrant of distress	2	0
For serving every warrant and making levy, where the sum is not more than £20	2	0
Above that sum, in addition for every £1	0	1
For making and furnishing copy of inventory ...	2	0
For man in possession, each day or part of a day	5	0
For sale, commission, and delivery of goods, per pound on proceeds of the sale	1	0

PART III.

PREVENTING AND EXTINGUISHING FIRES.

Fire, or combustible materials, &c.

1. Every person who shall place, or knowingly permit to be placed in any house, yard, workshop, out-offices or other premises, fire, gunpowder, or combustible or inflammable materials of any kind, in such a manner as to endanger contiguous buildings, shall, on conviction of every such offence, forfeit and pay a penalty of not more than five pounds, and shall forthwith remove such fire, gunpowder, or combustible or inflammable materials: And every such person who shall suffer any such fire, gunpowder, or combustible or inflammable materials to remain as aforesaid for forty-eight hours after any such conviction, shall be deemed guilty of a further offence against this By-law.

Inflammable fences, &c.

2. Every person who shall erect any fence of brushwood, bushes, or other inflammable material, or shall make or place any stack of hay, corn, straw, or other produce, or place as or for the covering of any such stack any inflammable material so as to endanger contiguous buildings or properties, or any trees, shrubs, or other produce of such properties, or any chattels in or upon such buildings or properties, shall forfeit on conviction for every such offence a penalty of not more than five pounds, and also shall remove such fence, stack, or covering within a reasonable time after such conviction: And any person failing to remove such fence, stack, or covering within a reasonable time after any such conviction as aforesaid shall be deemed guilty of a further offence against this By-law.

Fireworks.

3. Every person who shall light any bonfire, tar-barrel, or firework upon or within sixty yards of any public or private street, or any public place, or shall sell gunpowder, squibs, rockets, or other combustible matter, by gas, candle, or other artificial light, or discharge any firearms without lawful cause, shall forfeit a sum not exceeding five pounds.

Wilfully setting fire to chimneys.

4. Every person who wilfully sets or causes to be set on fire any chimney-flue, smoke-vent, or stove-pipe, herein called in common a "chimney," shall forfeit a sum not exceeding five pounds: Provided always that nothing herein contained shall exempt the person so setting or causing to be set on fire any chimney from liability to be informed against, or prosecuted before any criminal Court, for such act, as for an indictable offence.

Water-carters to attend at fires.

5. Every owner and driver of a licensed water-cart shall keep such cart loaded with water during all times after sunset and before sunrise; and shall, if any building, premises, or property shall be on fire within the Borough, attend at the place of such fire, with such cart loaded with water, and shall continue to cart water, by full loads, to such place, and shall deliver such water in such manner as may be required by the

Mayor, or by any Alderman, or officer, or person duly authorized by the Council in that behalf, and then present, for extinguishing such fire; and every such owner or driver who shall without reasonable excuse fail to comply with the provisions of this section, shall forfeit a sum not exceeding ten pounds.

Compensation for attendance at fires—Rewards.

6. There shall be paid out of the Borough funds to the owner of every licensed water-cart who shall have attended with any water at the place of any fire as herein provided, and delivered the same as required for extinguishing such fire, such reasonable compensation as the Council shall by resolution have appointed in that behalf; and also to such owners of such carts as shall have first and second in order attended with loads of water, such further sums by way of reward as the Council may by similar resolutions have fixed.

PART IV.

FURTHER to regulate the proceedings of the Borough Council of Newtown, in reference to the care and management of the streets, lanes, &c., and for the general good rule and government of the Borough.

1. All public roads, streets, or lanes within the Borough, which have been or may hereafter be duly proclaimed or marked out (save and except such as may be vested in any special Road Trust), and all public roads, streets, or lanes in actual public use as such within the Borough, shall be from henceforth under the charge and care of the Borough Council.

2. The Surveyor or Acting Surveyor of the Borough duly appointed by the Council thereof, shall be the proper officer for marking out when necessary any roads, streets, or lanes in actual public use as such within the Borough. In marking out such roads, streets, or lanes, recourse shall be had by the Surveyor when practicable to the plans under which land with frontage to the road, street, or lane in question shall have been sold. He shall also be the proper officer for marking out when deemed necessary by the Council the carriage and footways in such roads, streets, lanes, or other public places. But it shall be sufficient for him for this purpose to place posts at the corners or intersections of the streets or wherever the same may be necessary or desirable so as to give a width of forty-two feet for the carriageway and twelve feet for the footway on each side when the street shall be sixty-six feet wide, and in proportion and in the discretion of the said Surveyor in any public roads, streets, lanes, or public places of other width than sixty-six feet.

3. Whenever any road, street, or lane has been marked out in manner herein provided, no house, shop, fence, or other structure shall be erected or allowed to project or encroach on any part thereof.

4. And with regard to buildings hereafter to be built or rebuilt it shall not be lawful for any portico, coping, parapet, overhanging eaves, cornices, windows, string-courses, string-cornices, dressing, or other architectural decoration forming part of any external wall, to project more than eighteen inches beyond the general line of front in any street or road, nor shall any other external projection as aforesaid which may hereafter be added to any existing building be allowed to project more than eighteen inches as aforesaid.

5. Any person may place an awning in front of his or her shop or house: Provided however that such awning be at least nine feet and not more than twelve feet above the height of the footway in front of such house or shop, and that the posts be not less than six inches square and placed close up to the kerbstones or outer edge of such footway.

6. When any footways shall have been marked out in manner hereinbefore directed, the Surveyor may cause the same to be levelled and made as nearly as practicable of equal height and breadth and with an equal slope and inclination, and for this purpose may remove any flagging steps or other matter or thing that may injure or obstruct the said footway or render it unequal or inconvenient, and which now is or may hereafter be erected or placed on the space marked out for any of the said footways.

7. Any cutting or filling to the extent of four feet in any street, road, or footway, may whenever or wherever found necessary be carried into effect by order of the Council. But no alteration of more than four feet cutting or filling shall take place in any street, road, or footway, until the plan and section thereof showing the proposed cuttings or fillings shall have been adopted by the Borough Council and signed by the Mayor and countersigned by the Clerk, and shall have been exhibited at the Council Chambers for the space of fourteen days for the inspection and information of ratepayers, and shall have been notified in one or more of the daily newspapers for the space of one month, after which no objection thereto shall be entered by the Council.

Care and management of the public roads and streets.

8. No person shall be permitted to place any house, shop, awning, building, or other erection to the front of any street in the Borough without first serving notice in writing on the

Mayor, and paying a building fee of five shillings for each and every such house, shop, awning, building, or other erection, on any lawful day, between the hours of twelve o'clock and three o'clock, stating such intention and describing the proposed situation of the building or erection, and without having received an authority signed by the Mayor.

9. No person shall be allowed to place upon the streets or pathways building material, otherwise than is absolutely necessary and by sanction in writing of the Mayor; and no person shall be allowed to leave waterholes or excavations for cellars or other purposes unfenced, or in such a manner as to be dangerous to the public; and at all places where buildings are being carried on, or where any obstruction exists to the danger of the public, the person causing such obstruction shall be required to provide lights on either side and keep the same lighted from sunset to sunrise.

10. If the owner or occupier of any premises having any rails or bars over the areas or openings to any kitchen or cellars, or other part of the said premises beneath the surface of the footway of any streets or any public places, or having any doorway or entrance into the basement or cellar story thereof, shall not either keep the same or the rails of such kitchen, cellars, or other parts in sufficient and good repair, and constantly keep the same securely guarded by rails, or cover the same over with a strong flap or trap-door according to the nature of the case, and so as to prevent danger to persons passing and repassing,—or if any such owner or occupier shall leave open, or not sufficiently and substantially keep covered and secured, any coal-vault or other hole, funnel, or trap-door, or cellar-flap belonging to or connected with his premises (save and except only during reasonable time for use, alteration, and repair),—or if such owner or occupier shall not, from time to time, keep in good and substantial repair all and every or any such rails, guard-rails, flaps, trap-doors, and other coverings,—then and in every such case the person neglecting so to do shall, for every and any such offence, on conviction before or on view of any Justices, forfeit and pay any sum not exceeding five pounds.

11. Every person who shall have a well situated between his dwelling-house, or the appurtenances thereof, and any road, street, or footway within the limits of the said Borough, or at the side thereof, or in any yard or place open and exposed to such road, street, or footway, shall cause such well to be securely and permanently covered over; and if any person having such well as aforesaid shall fail to cover and secure the same within the time and in the manner hereby required and directed, such person shall forfeit and pay the sum of twenty shillings per day for every day that such well shall remain so open or uncovered contrary to the provisions hereof: Provided that with respect to any well open at the time when this By-law shall come into operation such penalty shall not be recoverable if the same be properly covered within one week thereafter.

12. If any person shall dig, or make, or cause to be dug, any hole, or leave or cause to be left any hole in or adjoining to any street, road, or public place, for the purpose of making any vault or vaults, or the foundation or the foundations of any house or other buildings, or for any other purpose whatsoever, and shall not forthwith enclose the same in a good and sufficient manner,—or shall keep up or cause to be kept up and continue any such enclosure for any time which shall be longer than may be reasonably required,—or shall not when thereunto required by the said Council well and sufficiently fence or enclose any such hole within twenty-four hours after he shall be required to do so by the said Council, and in the manner and with such materials as they shall direct, and to their satisfaction,—or shall not place a light upon the said enclosure, or not keep the same constantly burning from sunset to sunrise during the continuance of such enclosure,—then and in every or any such case the person so offending shall forfeit and pay, for every such offence, and for every such refusal or neglect, any sum not exceeding five pounds.

13. If any person or persons shall drive or cause to be driven any cart or other vehicle or carriage with any night-soil or ammoniacal liquor, or shall take away or remove any such noisome matter in any cart or other vehicle or carriage through or in any of the streets, roads, or public places within the said Borough, between the hours of six o'clock in the morning and ten o'clock at night, or shall fill any cart or other carriage so as wilfully to turn over or cast any night-soil, ammoniacal liquor, slop, mire, or channel dirt or filth in or upon or near any of the said streets or public places, or shall deposit or cast out any night-soil, ammoniacal liquor, or other offensive matter from such carts as aforesaid, nearer to any street, road, or dwelling-house than shall be directed by the said Council, or shall allow any such carts to stand on any premises nearer to any road, street, or dwelling-place than shall be directed by the said Council, he shall for every such offence forfeit and pay any sum not exceeding five pounds; and in case the person so offending cannot be apprehended, then the owner of such cart or carriage in which such night-soil, ammoniacal liquor, slop, filth, mire, or channel dirt shall be put or placed, and also the employer of the person offending, shall be liable to and pay and forfeit such penalty as aforesaid.

14. Any person who shall be convicted of wantonly or maliciously breaking or injuring any lamp or lamp-post, or extinguishing any lamp set up for public or private convenience, shall, over and above the necessary expense of repairing the injury committed, to be estimated by the said Council, forfeit and pay any sum not exceeding five pounds; and it shall be lawful for any constable to seize any person whom he may find in the act of committing any such offence, and to convey him or her to the nearest watch-house, there to be detained until he can be brought before a Justice of the Peace to be dealt with according to law.

15. Any person who shall form, dig, or open any drain or sewer, or who, from any part of the roads, streets, or thoroughfares, shall remove or cause to be removed any turf, clay, sand, soil, gravel, stone, or other material, without leave first had and obtained from the officers or persons having lawful charge of such roads, streets, or thoroughfares respectively, or who shall wantonly break up or otherwise damage any part of the said roads, streets, or thoroughfares, shall on conviction forfeit and pay for every such offence any sum not exceeding five pounds.

16. Any person who shall ride or drive through any road, street, or public place negligently, carelessly, or furiously, or drive any horse or horses without any bridle, halter, or otherwise secured, so as to endanger the life or limb of any person or to the common danger of the public, shall forfeit and pay a sum not exceeding ten pounds.

17. It shall not be lawful for any person to paste or otherwise affix any placards or other paper upon any wall, house, building, fence, or other erections, nor to deface any such wall, house, building, fence, or erection by chalk or paint, or in any other manner, unless with the consent of the owner thereof; and any person who shall be guilty of any such offence shall forfeit and pay any sum not exceeding ten shillings.

Trespasses, depredations, and removal of nuisances.

18. Any person who shall damage any public building, wall, parapet, sluice, bridge, road, street, sewer, watercourse, or other public property, shall pay for the cost of repairing the same any sum not exceeding twenty pounds, and if the same be wilfully done shall forfeit and pay a further sum not exceeding twenty pounds.

19. Any person who shall cast any filth or rubbish into any public watercourse, sewer, or canal, or shall obstruct or divert from its channel any such sewer, canal, or watercourse, shall forfeit a sum not exceeding five pounds, and shall pay for the cost of removing such filth or obstruction, or of restoring such watercourse or canal to its proper channel, any sum not exceeding ten pounds.

20. Any person who shall injure any public fountain, pump, cock, or water-pipe, or any part thereof, shall pay for the cost of repairing the same any sum not exceeding ten pounds, and if the injury be wilfully done shall forfeit a further sum not exceeding twenty pounds nor less than one pound; and any person who shall have in his possession any private key for the purpose of opening any cock, or who shall in any manner clandestinely or unlawfully appropriate to his use any water from any public fountain or pipe, shall forfeit a sum not exceeding twenty pounds; and any person who shall open or leave open any cock of any public fountain or pump, so that the water shall or may run to waste, shall forfeit a sum not exceeding two pounds; and any person who shall wash any clothes at any public fountain or pump shall forfeit and pay a sum not exceeding one pound.

21. If any person shall in any street or road throw, cast, or lay, or shall cause, permit, or suffer to be thrown, cast, or laid, or to remain, any ashes, rubbish, offal, dung, soil, dead animal, blood, or other filth or annoyance, or any matter or thing, in or upon the carriage-way or footway of any such street or road,—or shall kill, slaughter, dress, scald, or cut up any beast, swine, calf, sheep, lamb, or other cattle, in or so near to any of the said streets or roads as that any blood or filth shall run or flow upon or over or be upon any such carriage or foot way,—or shall run, roll, drive, draw, place, or cause, permit, or suffer to be run, rolled, drawn, driven, or placed, upon any of the footways of any street or road, any waggon, cart, dray, sledge, or other carriage, or any bicycle, velocipede, wheelbarrow, or truck, or any cask,—or shall wilfully lead, drive, or ride any horse or other beast upon any of the footways aforesaid,—every person so offending, upon conviction before any Justice of the Peace, or upon the view of any such Justice, shall forfeit and pay a sum not exceeding forty shillings nor less than five shillings.

22. Any person who shall ride upon a bicycle, tricycle, or velocipede, through any road or street, from sunset to sunrise, shall be compelled to carry a light in front of such bicycle, tricycle, or velocipede, under a penalty of five shillings for the first offence, for the second offence a sum not exceeding five pounds nor less than ten shillings, and for a third and every subsequent offence a sum not exceeding ten pounds nor less than one pound for each such offence.

23. In case any privy, hog-sty, or any other matter or thing which shall at any time or times hereafter be in any place within the said Borough shall be or become a nuisance, it shall be lawful for the said Council, upon complaint thereof to them

made by any of the inhabitants, and after due investigation of such complaint, by notice in writing, to order that such privy, hog-sty, or other matter or thing being a nuisance, shall be remedied and removed within seven days after such notice shall have been given to the owner or occupier of the premises wherein such nuisance shall exist, or shall have been left for such owner or occupier at his or her last or usual place of abode, or on the said premises; and every such owner or occupier neglecting to remedy or remove such nuisance pursuant to such notice, and to the satisfaction of the said Council, shall forfeit and pay a sum not exceeding ten pounds for every such neglect or disobedience; and also it may be lawful for such Council to indict or cause to be indicted for such nuisance such person so neglecting or disobeying any such notice, at the then next Court of General or Quarter Sessions to be held nearest to the said Borough; and such person or persons being found guilty thereof, such nuisance or nuisances shall be removed, taken down, and abated according to the law with regard to public or common nuisances, and the person so offending shall be subject to such punishment for the misdemeanor as the Justices assembled at such session shall direct.

24. Any owner or occupier of any house or place who shall neglect to keep clean all private avenues, passages, yards, and ways within the said premises, so as by such neglect to cause a nuisance by offensive smell or otherwise, shall forfeit and pay a sum not exceeding forty shillings for every such offence.

25. For preserving the cleanliness of the said Borough and the health of the inhabitants thereof, it shall be lawful for the said Council, and for any officer authorized and deputed by any writing under the hand of the Mayor of the Council from time to time, and when and as often as he or either of them shall see occasion, to visit and inspect the butchers' shambles and slaughter-houses, and to give such directions concerning the cleansing the said shambles and slaughter-houses, both within and without, as to him shall seem needful; and any butcher and the owner or occupier of any such shamble or slaughter-house who shall obstruct or molest any such officer in the inspection thereof, or who shall refuse or neglect to comply with such directions within a reasonable time, shall upon the view of any Justice of the Peace, or on conviction on the complaint of any such officer, forfeit and pay a sum not exceeding forty shillings.

26. If any person shall haul or draw, or cause to be hauled or drawn, upon any part of the streets, roads, or public places, any timber, stone, or other thing, otherwise than upon wheeled carriages, or shall suffer any timber, stone, or other thing which shall be carried principally or in part upon wheeled carriages, to drag or trail upon any part of such street or public place to the injury thereof, or to hang over any part of any such carriage so as to occupy or obstruct the street or road beyond the breadth of the said carriage, every such person so offending shall forfeit and pay for every such offence a sum not exceeding forty shillings over and above the damages occasioned thereby, not exceeding the sum of five pounds: And it shall be lawful for any constable to apprehend any person whom he shall find in the act of committing any such offence, and to convey such person before any Justice of the Peace to be dealt with according to law.

27. Upon representation by any two respectable rate-payers that the house or adjoining premises are of ill-fame, it shall be lawful for the Mayor and any two Aldermen to cause the resident of such house to furnish to the Council a list of the names, ages, sex, birth-place, and occupation of all the inmates of the said house; and upon non-compliance with such request, or if upon consideration the Mayor and any two Aldermen still consider the house to be one of ill-fame, the Mayor shall cause a notice in writing to be served on such landlord, householder, or resident, to discontinue or abate the said house of ill-fame within forty-eight hours after the receipt of such notice, otherwise to be liable to a penalty not exceeding ten pounds for every day or part of a day which such house of ill-fame shall remain unabated within the Borough, not exceeding in the whole the sum of fifty pounds.

Indecent exposure of the person, &c.

28. Any individual who shall offend against decency by the exposure of his or her person in any street or public place within the said Borough, or in view thereof, shall forfeit and pay a sum not exceeding ten pounds; and it shall be lawful for any constable to apprehend any person whom he may find in the act of committing any such offence, and to convey him or her before any Justice of the Peace to be dealt with according to law.

29. It shall not be lawful for any person whomsoever to suffer any kind of swine, or any horse, mule, sheep, goat, or other cattle belonging to him or under his charge, to stray or go about, or to be tethered or depastured, in any road, street, or public place; and any person who shall so offend shall forfeit and pay in respect of every such animal a sum not exceeding forty shillings.

30. Unless where hereinbefore otherwise directed, all complaints of offences against these By-laws shall be heard and determined within three months from the committal of the offence complained of; and no such complaint shall be enter-

tained by the Council unless within one month from the time when such shall have been committed.

31. Whenever under these By-laws the word "Mayor" is made use of, it shall, unless the context shall indicate a contrary intention, be construed to signify and include any Alderman lawfully acting for the time being in the place or stead of the Mayor.

32. Any person obstructing or interfering with any officer of the Council, or other person doing or performing any duty or act under these By-laws shall forfeit and pay a penalty not exceeding ten pounds nor less than forty shillings.

Penalty.

33. For every offence against the provisions of these By-laws, except as otherwise provided, the offender shall be liable to and shall pay a penalty not exceeding five pounds nor less than five shillings, to be recovered in a summary way before any Justice of the Peace.

PART V.

BY-LAW for imposing and enforcing a fixed charge upon public vehicles plying or carrying passengers for hire within the Borough of Newtown.

1. The proprietor or driver of every omnibus, car, or other public conveyance plying for passengers within the Borough of Newtown, shall pay to the Treasurer or Council Clerk thereof for the uses of the said Borough an annual charge not exceeding four pounds.

2. Every holder of a license as such proprietor or driver, from the Sydney Corporation or from the Mayor of this Borough, shall be entitled to ply with his vehicle on the production of such license and payment of the aforesaid charge.

3. The said charge shall be payable in advance on the first day of January, first day of April, first day of July, and the first day of October, in each year, and every such payment to the Council shall cover the ensuing quarter; but any such proprietor or driver shall be at liberty at any of the said periods to pay one, two, or three quarters, or for the ensuing twelve months: Provided, however, that the payment of such charge in reference to any such public vehicle shall free it from any further charge by the Council of this Borough for the current quarter, half-year, or year, as the case may be, even although there may be a change of the proprietorship or of the driver of such vehicle.

4. Every such proprietor or driver shall, on the making of every such payment, receive a document in the form given in Schedule A hereto; and the driver of the omnibus, car, or other public conveyance in reference to which such charge has been imposed shall produce the said document to the officer appointed by the Council of this Borough whenever required so to do by the said officer.

5. The driver of every such omnibus, car, or other public conveyance who shall ply for passengers within this Borough, or who shall traverse any of its roads, streets, or public thoroughfares, or any part thereof, for the purpose of taking up or setting down passengers without having first paid the said

quarterly, half-yearly, or annual charge, as the case may be, shall for every such offence forfeit and pay a sum of not less than ten shillings nor more than five pounds; and for every time that he shall so ply or shall so traverse any of such roads, streets, or public thoroughfares within this Borough, he shall be liable to be proceeded against as for a separate offence.

6. Every such omnibus, car, or other public conveyance being driven from or to any stand for public vehicles appointed or that may be appointed as such within this Borough, shall, upon the production of evidence of that fact, be taken and deemed to be sufficient *prima facie* evidence of plying for passengers.

7. Every vehicle carrying passengers for hire excepting hackney carriages, cabs, or other conveyances hired for an especial occasion by any individual or party, and not taking any other passenger or passengers, shall be deemed a public conveyance within the meaning of this By-law.

8. Every offence against any of the provisions of this By-law may be enforced in a summary way, and all fines and penalties recovered shall be paid over to the Treasurer for the use of this Borough.

9. No driver or conductor of any such vehicles shall be permitted to call unnecessarily loud for passengers, or drive at a pace faster than a walk, through any part of the Borough on Sunday when passing places of public worship during divine service.

SCHEDULE A.

BOROUGH OF NEWTOWN.

Certificate of payment.

Council Chambers,
Newtown, 18 .

I, _____, Mayor of the Borough of Newtown, do hereby certify, that _____, proprietor or driver of the omnibus, car, or other public conveyance called _____, licensed by the Council (of the City of Sydney, or by the Council) of this Borough, and numbered _____, has paid the sum of £ _____, being the charge made by this Council and referred to in this By-law to be paid for permission for such _____ public conveyance to ply for passengers within this Borough for the period of _____, and that such _____ public conveyance is entitled so to ply until the _____ day of _____, 18 .

Entered—

Council Clerk.

Mayor.

Passed by the Municipal Council of the Borough of Newtown, this eighteenth day of October, in the year of our Lord one thousand eight hundred and seventy.

ROBERT N. BANKS,
Council Clerk.

JOSEPH KINGSBURY,
Mayor.

1870.

NEW SOUTH WALES.

MUNICIPALITIES.

(BOROUGH OF WAGGA WAGGA—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict. No. 12, sec. 153.

Colonial Secretary's Office,
Sydney, 14th December, 1870.

BOROUGH OF WAGGA WAGGA.

THE following By-laws, made by the Municipal Council of Wagga Wagga, for regulating their own proceedings and the duties of the officers and servants thereof—for the collection and enforcement of rates—for the prevention of fires—for suppressing nuisances—for the management of roads, streets, pathways, &c.—for regulating the free library—for preserving trees, shrubs, and other property—for cleansing slaughter-houses and shambles—and generally for maintaining the good rule and government of the Borough, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the Municipalities Act of 1867.

CHARLES COWPER.

BY-LAWS for regulating the proceedings of the Council of the Borough of Wagga Wagga, and the duties of the officers and servants of such Council, and generally for maintaining the good rule and government of the said Borough.

PART I.

Meetings of the Council.

1. The Council shall meet for dispatch of business every alternate Thursday, at 2 o'clock p.m., unless that day should chance to be a public holiday, when the meeting shall be held on some other day to be appointed.

2. Should the Mayor be absent fifteen minutes after the hour appointed for any meeting, the Aldermen present shall at once elect a Chairman to preside, provided there be a quorum. The names of members present shall on all occasions be taken down by the Clerk and recorded on the minutes.

Order of business.

3. Minutes of previous meeting to be read and confirmed, or corrected if necessary. No discussion to be allowed thereon except as to their correctness.

4. Petitions to be presented and dealt with.

5. Correspondence to be read, considered, and if necessary ordered upon.

6. Reports from Committees and minutes from Mayor to be presented and dealt with.

7. Questions to be put and statements made upon any and all matters affecting the interests of the Borough, by the Mayor, Aldermen, or Committees.

8. Motions on notice to be considered in the order in which they stand upon the business paper.

9. Orders of the day to be disposed of as they stand on the paper.

10. The business paper shall be made up by the Clerk in the above order, to be laid before the Mayor or Chairman at each meeting; and the Mayor or Chairman shall note on the

face thereof the manner in which such business was disposed of, and sign the same; and the purport thereof shall be recorded in the minute-book: Provided that the business paper for special meetings shall contain only such matters as are to be specially considered, and for which such meeting is called.

11. Whenever an adjournment takes place for "further considering any matter," that particular subject shall have precedence at such adjourned meeting.

12. The Clerk shall cite all members to attend the regular and special meetings of the Council, and shall state generally in such citation the particular business to be considered, except only in cases of adjournments when no such citation or notice shall be required. All notices aforesaid shall be delivered by post or otherwise to each Alderman, twenty-four hours at least before the hour fixed for the meeting.

13. Motions on notice shall be in writing and signed by the person giving the same, and shall be delivered to the Clerk four clear days at the least before the day named for the consideration thereof: Provided that such motion on notice may at any time thereafter be withdrawn by the Alderman who placed it on the paper, and without any formal notice of his intention or wish so to withdraw it. All motions on notice actually considered, shall be entered on the minutes in detail, but not otherwise.

14. All motions on notice shall absolutely lapse if not taken up in due course and brought forward by the person placing the same upon the paper.

Order of debate.

15. The Mayor shall preserve order, and his decision on points of reference shall be final.

16. Aldermen when speaking shall stand and address the Chair, speaking of or to each other by their official designations.

17. No member shall be interrupted whilst speaking, except it shall be necessary on a point of order.

18. If two Aldermen rise to speak at the same time, the Mayor or Chairman shall decide the point of precedence.

19. No speaker shall digress, neither shall he be allowed to make personal reflections upon, nor impute improper motives to any member of the Council whether present or absent.

20. The Alderman who may have moved and carried the adjournment of a debate, shall have precedence of speech on its reopening.

21. Any member having moved any motion or amendment, shall be considered to have spoken thereon, and shall not again be allowed to speak thereto, but he shall have the right of general reply to observations upon his motion or amendment, and the right to speak to every amendment as it may be made; but any member who may have simply seconded any motion or amendment without further observation, shall have the right to speak afterwards on either or both.

22. No member shall speak oftener than once on any subject except questions of order; but if misunderstood or misrepresented he shall be permitted to explain, without however indulging in anything not necessary for the simple purpose of such explanation.

23. Any Alderman without interruption to any speaker may require the matter under discussion to be read or stated by the Clerk, and may require *bona fide* the production of records bearing thereon; but if it shall appear to the Mayor or Chairman that such request is not made *bona fide*, it may be refused.

24. All questions as a rule shall be put to and through the Mayor or Chairman, and shall not otherwise be put except by the consent of the person called upon to answer.

25. The Mayor or Chairman shall not move nor second any motion or amendment, nor put questions except when requested so to do as by the preceding clause 24, but he shall have an equal right with other members to speak once on every subject of motion or amendment, and shall rise when so speaking.

26. In cases of infirmity or other reasonable cause, no member shall be compelled to rise when addressing the meeting.

Questions of order.

27. In all disputed points of order or practice, the decision of the Mayor or Chairman shall be final: Provided that any member of the Council dissatisfied with such decision, may by motion on notice invite such Council to lay down a different rule or principle for its future guidance, to have the force of a By-law until rescinded, but without retrospective action.

28. Any member of the Council may, through the Mayor or Chairman, call another member to order, and the Mayor or Chairman may at all times do the same without the intervention or request of a member of the said Council.

29. The Mayor or Chairman when called upon to decide points of order or practice shall do so without comment.

30. Any matter ruled out of order shall be at once rejected; and any member whose speech, manner, or conduct shall have been ruled out of order, shall be called upon by the Mayor or Chairman to make such explanation as the case may require, and in case of his refusal to explain, apologize, or retract, he shall at once be directed to withdraw whilst the point of order or practice is discussed. If he shall at once satisfactorily explain, retract, or apologize, no further discussion shall be allowed on the subject of his disorder. The Mayor or Chairman may grant permission to a member to explain, apologize, or retract, but any Alderman dissatisfied thereby may require the sense of the Council to be taken thereon, and it shall be the duty of the Mayor or Chairman in such case at once to take the sense of the Council on the subject, but without any discussion; should the sense of the meeting be opposed to the offer of an explanation, apology, or recantation, or they shall be considered insufficient, the point of order or practice shall be at once considered before further business is proceeded with; but if the Mayor or Chairman shall have determined the point of order or practice before the sense of the Council is demanded, such question of order or practice shall in no sense be reopened: Provided nothing herein contained shall affect the right of the Mayor or Chairman to decide finally on all points of order or practice as hereinbefore provided, after the same shall have been fully discussed.

31. Any member of the Council who in debate shall commit a breach of any of these By-laws, or attempt to introduce questions for discussion over which the Council can exercise no control, or who shall behave rudely or disrespectfully by speech or manner, or shall do or say anything to bring the Council into contempt or embarrass its proceedings, shall be held to be out of order.

32. Any member of the Municipal Council who having been formally called to order, or having been formally called upon to withdraw (in terms of the 30th clause of these By-laws), shall persist in his disorderly expressions, conduct, or manner, or refuse or fail to withdraw as requested, or shall refuse or fail to make such satisfactory explanation, apology, or recantation, as the circumstances of the case may appear to a majority of the said Council to demand, and as he is required to make by the said 30th clause of these By-laws, shall be liable upon conviction in a summary way, before any two Justices of the Peace, in Petty Sessions, according to the

provisions of the Act 14 Victoria number 43 and the Acts therein adopted, to a penalty not exceeding five pounds for a first offence, not exceeding ten pounds for a second offence, and not exceeding twenty pounds for a third offence.

Motions and amendments.

33. The Council may at any time, without notice, by resolution, entertain or deal with any particular question or matter out of its regular course or order on the business paper, or direct particular matters to have precedence at a future meeting.

34. Motions on notice must be in writing, and signed by the Alderman entering the same for consideration or discussion; and directions from the Mayor must in like manner be in writing, and signed by him; and either or both must be delivered to the Clerk four clear days before the day named for the discussion thereof, or they cannot be entertained. All such notices or directions shall be numbered by the Clerk as received, and so placed on the business paper, but may be withdrawn by consent of the Council at any time before being put to the vote. The substance only of such motions or directions shall be recorded on the minutes if not fully discussed. Any such motion or directions not brought forward at the indicated time for consideration shall absolutely lapse.

35. No motion on notice, nor direction, shall be discussed or entered upon in the absence of the member placing the same on the paper; but any other member, on the production of an authority in writing from the original mover or director, shall have power to proceed with the same.

36. No discussion shall be allowed on motions for adjournment; and if any such motion be negatived, the business of the meeting must be proceeded with in order before another motion for adjournment can be entertained.

Orders of the day.

37. Orders of the day shall consist of any matter other than motions on notice which the Council by resolution or the Mayor may have directed to be entered on the business paper for consideration. The Mayor may at all times arrange with any Alderman to open and conduct in his (the Mayor's) absence any order of the day entered on the paper by his direction.

Petitions.

38. No petition is to be received which in the opinion of the Council is disrespectful in its composition. All petitions must be presented by a member of the Council, and can only be received as the petition of the person or persons signing the same, and may be referred to a Committee for consideration, or its consideration may be made an order of the day for a future meeting.

Correspondence.

39. All letters addressed to the Council shall be opened and read by the Mayor or Chairman, who shall make themselves acquainted with the contents before placing them before the Council; and no letter shall be received or considered which is disrespectful in its composition.

40. No discussion shall be allowed on any letters written on the business of the Municipality by the Mayor or any officer of the Council, copies of which may have been read to such Council; but notices of motion may be made thereon, or with reference to letters received by the Council, whether such letters or copies of such letters shall have been read or not.

Questions and statements.

41. No question shall be allowed inconsistent with good order, and it shall not be compulsory on any Member to answer questions put by other Members. Questions put and replies (if given) must be put and given without argument or discussion. Members willing to reply to any formal question shall be entitled to receive notice of such question at the meeting previous to that at which it is expected the reply shall be made.

42. Notices of motion for the consideration of questions put and replies given (if a reply has been given, but not otherwise) may be made in the ordinary way, and may be discussed and decided upon as any other matter may be.

Protests.

43. The Mayor or other Member of the Council may protest formally, but in writing, against any vote or resolution of the Council. A notice of protest in writing must be signed and handed to the Clerk at the meeting when the objectionable vote or resolution is passed, and the protest itself handed or sent to the aforesaid officer not later than seven days after aforesaid notice. The Clerk shall enter such protest in the minute-book in full, unless in the opinion of a majority of the Council it is inconsistent with truth or disrespectful, in which case it shall be merely filed for reference, shall have no force or effect, nor be entitled to consideration or discussion.

Reports from Committees and minutes from the Mayor.

44. All reports from Committees and minutes from the Mayor directing the attention of the Council to any special

matter, shall be written on foolscap with a margin of one fourth, and signed by the Chairman or acting Chairman of such Committee and by the Mayor.

45. On the presentation of a report or minute as aforesaid, no other motion shall be permissible except "that it be received," or "that it be received and considered" at some future meeting, of which due notice shall be given to Members as in cases of motions upon notice.

Calls of the Council.

46. A call of the Council may be made by resolution arrived at in Council on motion by notice in the usual way. The call shall be made by the Clerk before the business for which such call has been ordered shall be proceeded with. The names of all members shall be called, and every member present shall answer thereto, a record being made of those absent. Members whose absence is satisfactorily explained shall be held excused, and a record of the explanations shall be made by the Clerk. Members absent and whose absence is not satisfactorily explained, or who being present shall refuse or shall fail to vote on the especial question before the Council, and for which the said call has been made, shall be liable to a penalty not exceeding ten pounds, to be recovered in a summary way before two Justices in Petty Sessions, under the provisions of the Act 14 Victoria No. 43.

47. A call of the Council shall be compulsory in all cases wherein it is sought to alter the ruling of the Mayor on any question of order or practice, or to rescind any order, vote, resolution, or decision of the Council on any subject.

Committees of the Whole.

48. On resolution, the Council may resolve itself into a Committee of the Whole for the consideration of any particular matter brought regularly before them. All the rules herein embodied for the conduct of the ordinary business of the Council shall be observed and adhered to in the conduct of business before Committees of the Whole. In case of disorderly conduct of a member, any other member may move "that the Council resume its sittings and such conduct be reported," and if the motion be carried such conduct shall be so reported and recorded accordingly. If any Alderman fail to vote in Committee of the Whole, such fact shall be embodied in the Chairman's report. All reports of Committees of the Whole shall be made by the Chairman *viva voce*.

49. Whenever any matter shall be referred to a Committee of the Whole for decision, such decision shall be made matter of special report by the Chairman, and be recorded in the minute-book for future guidance.

50. If during the sitting of Committees of the Whole a quorum shall not be present, the Council shall resume its sittings without motion, and the proceedings shall be considered as having lapsed.

51. All reports of Committees of the Whole shall be recorded in brief in the minute-book; but no such report shall by reason of such entry be considered as adopted by the Council.

Standing Committees.

52. At the first meeting of the Council each and every year after the election of the Mayor, there shall be appointed three Committees to be called Standing Committees, to hold office during the whole of such year. These Committees shall consist each of three members, one to be chosen from each ward, and their election may be made in any way the Council may decide, the casting vote of the Mayor or Chairman to determine the election in case of equality of votes where voting shall be adopted.

53. The Standing Committees shall consist of a By-laws Committee, a Committee of Works, and a Finance Committee.

Special Committees.

54. A Special Committee may consist of any number of members not less than three, and shall be appointed after motion on notice by a majority of the Council. Any member may move for a Special Committee, and may name particular members to act thereon, or propose a certain number to be balloted for, and the Council shall decide by vote which of the two modes shall be adopted. The Mayor, in case of equality of votes by ballot, shall decide by his casting vote.

Duties of Committees.

55. Each Chairman of a Standing Committee shall keep a record of the transactions or proceedings of such Committee, in a book to be used solely for such purpose, but which shall be the property of the Council, and shall be handed to the Clerk whenever such Chairman shall resign office, but such book may be handed to his successor.

56. The By-laws Committee shall at all times prepare drafts of all necessary By-laws for the conduct of the business of the Council and the general management of the Municipality; they shall supervise the administration of such By-laws and of any statutes which have been, are, or may be extended to the Borough, and adopt measures to prevent and punish offences against such laws or statutes, and for the preservation of the public peace, health, order, and decency within the Borough.

57. The Committee for Works shall have the general supervision of all works, roads, streets, ways, bridges, public reserves, and other public places under the control of the Council; they shall have power to inquire into and report upon all matters they may deem necessary to bring before the Council, or which they may be directed by the Council to inquire into and report upon.

58. The Finance Committee shall make and prepare in tabular form all estimates of expenses likely to be incurred by the Council, and shall examine and check all accounts, and generally exercise a supervision over the collection and expenditure of the municipal revenue; they shall at all times inquire into and report upon every matter affecting the financial interests of the Borough, and shall also at all times inquire into and report upon any subject they may be directed by the Council to inquire into and report upon.

59. The Standing Committees, as such, shall have no power to interfere with Special Committees nor with each other; and any member of a Standing Committee shall be competent and liable to serve on any Special or other Committee, provided that the inquiry to be made by such Committees does not affect himself individually, nor the conduct of the Standing Committee of which he is a member.

60. The members of any Standing Committee shall have power to remove a Chairman and appoint another from their own body in his place.

61. Special Committees shall have cognizance of any special matter or business affecting the interests of the Borough, which the said Committee may by a resolution of the Council have been directed to inquire into and report upon.

Voting.

62. The Mayor or Chairman shall put to the Council all questions on which it is necessary the members should vote, and shall thereafter at once declare the result of such voting; and he shall have power to put the question as often as he may consider necessary to enable him to arrive at a satisfactory conclusion on the subject of the division of votes.

63. A division may be called for by any Alderman after a matter has been submitted to the vote. In divisions, the question shall be put first in the affirmative and then in the negative; the votes shall be by show of hands, and the names and votes of the Aldermen present shall be entered by the Clerk on the minutes of the proceedings. Any member present (excepting always the Mayor or presiding Alderman at such meeting) who shall refuse or wilfully fail to vote upon a division when called for, shall be liable to a penalty not exceeding five pounds, to be recovered in a summary way before two Justices in Petty Sessions, under the provisions of the Act 14 Victoria No. 43; and the name of such defaulting Alderman shall be taken down and entered upon the records, together with the particulars connected with such failure or refusal to vote as aforesaid.

Officers and servants.

64. No appointment to a permanent office under the Council shall take place until the salary be fixed, and advertisements shall have been inserted in a local paper, stating the nature of the office, the salary attached thereto, and inviting applications to be sent in thereon: Provided nothing shall prevent the Council from appointing without advertisement any salaried officer of the Corporation to any other permanent employment to which no further salary is affixed, or to any office requiring only occasional attention, and where payment for such duty is to be proportionate only to the extent of service rendered.

65. The duties of all officers and servants of the Corporation shall be defined by regulations made from time to time as follows, namely:—As to the duties of the Council Clerk and his assistants, by the Mayor; as to the Treasurer and all persons employed in and about the collection of moneys or revenue, by the Finance Committee; as to the Surveyor and all persons engaged in and about the works of the Borough, by the Committee of Works; and as to all other persons, as Attorneys, Inspectors, Pound and Toll Keepers, Librarian, and all others employed in or about any matter or thing over which the Council have or may have control not hereinbefore specified, by the By-laws Committee: Provided also, that such regulations shall be in writing, and shall be laid before the Council at its first meeting after the same shall have been drawn up.

66. The Mayor shall exercise a general supervision over all officers and servants of the Corporation, who shall pay due deference to his instructions and directions, whether in writing or otherwise, in all cases where such instructions and directions have reference to the performance of any matter or thing within the sphere of such officer's or servant's duties under the Corporation.

67. All complaints against officers and servants of the Corporation must be in writing, and signed by the person or persons complaining. Such complaints shall be addressed to or laid before the Mayor, who shall have power, without reference to the Council, to investigate them. All explanations by the person or persons complained of shall be made in writing, and placed before the Mayor, who upon investigation thereof shall state in writing his opinion as to what order should be made in

the case; and such complaints and explanations, with the Mayor's opinion in writing, shall by him be laid before the Council at its first meeting, and shall be duly recorded and dealt with forthwith.

68. The Council Clerk, in addition to the duties which by the Municipalities Act of 1867, or the present or any other future By-laws, he is or may be called upon to perform, shall be Clerk of all Revision Courts held in the Borough under the said recited Act. He shall also, under the direction of the Mayor, conduct all correspondence, and be the custodian of all records of the Council, and all books which in his office as Council Clerk, or in any other additional office which he may be appointed to, shall be intrusted to his keeping, and shall be responsible for such records and books; and he shall, generally, also assist the Mayor in carrying out all matters connected with his duties as Mayor of the Municipality.

69. The Treasurer, whether acting in his separate office as such, or in any other joint capacity under the Council, shall have charge of all books of accounts and other records of the Council connected with his said office or offices, and be responsible for the same.

70. Any Officer of the Council may by an order thereof have any special book, record, or other document intrusted to his keeping and custody, and in such case shall be answerable and responsible for the same.

71. The engagement of any officer of the Corporation may be terminated by a vote of the majority of the whole Council, provided that three months' notice shall be given to every such officer whose services are to be so dispensed with, and that any officer may resign his appointment by giving the Council one month's notice in writing of his desire and intention so to do: And provided further that nothing herein contained shall be taken or construed to affect in any way the powers of suspending officers, and of dismissing them for misconduct, vested in the Council by the 152nd section of the Municipalities Act.

The common seal and records.

72. The corporate seal shall be in the custody of the Council Clerk. It shall be kept under lock, to which there shall be duplicate keys, the Mayor holding one. The seal shall not be attached to any document without an order of the Council, except as to agreements; and all documents to which it shall be attached shall be signed by the Mayor, or in his absence, or by reason of inability from illness, then by two Aldermen, and in either case countersigned by the Council Clerk.

73. No member of the Municipal Council, or officer thereof, shall take an impression of the corporate seal, under a penalty not exceeding two pounds, to be recovered in a summary way before two Justices in Petty Sessions, under the provisions of the 14th Victoria No. 43.

74. No member or officer of the Council shall under any circumstances whatsoever, without permission from the Council, remove, lay open, or expose improperly to any person, other than a member or officer of the Council, any book or record of the said Council, under a penalty not exceeding twenty pounds, to be recovered in a summary way before two Justices in Petty Sessions, under the provisions of the 14th Victoria No. 43.

75. All books, electoral rolls, reports, valuations, assessments, orders, statements of accounts, correspondence, and official documents whatsoever coming into the hands of the Council Clerk or other officer of the Corporation entitled to receive them in virtue of his office, shall be deemed and taken to be records of the Council, and shall be so dealt with, except in so far as is provided for otherwise by the Municipalities Act. Except in the cases of books and electoral papers, these records shall be duly filed, noted, and registered in a book of reference to be subject to the inspection of the By-laws Committee as hereinbefore provided.

76. In all cases where alterations or amendments may be required in any entry in any book or record of the Council, such alteration or amendment shall be clearly initialled by the person authorized to make it; and whenever it may be deemed necessary to erase or expunge any entry from any book or document, the same shall be effected by drawing a line perpendicularly through such entry in such a way that the original arrangement of such entry may be clearly seen and understood, notwithstanding such expungement.

Expenditure.

77. No work on the Corporation account shall be undertaken until the probable expense thereof shall have been ascertained, and tenders invited for its performance, except in emergency cases which may be provided for as follows without tender, viz.:—By order of the Works Committee or of the Mayor and one member of the said Committee for emergent cases to the extent of five pounds, and by order of the Mayor only in any emergent case whatsoever to the extent of two pounds, such sums to be expended in any direction or for any purpose directly and solely for the interests of the Borough: Provided that in all such cases detailed accounts in writing of the expenditure of such money shall be laid before the Council at its first meeting after such expenditure, with a report as to the necessity for and reason of such outlay; such accounts and

reports to be signed by the Chairman of Committee of Works, or by the Mayor, as the case may be.

78. Before any payments of any moneys shall be made on account of municipal expenses (except in emergency cases as provided for by clause 77 of these By-laws), the furnished accounts on which the claims are founded shall be examined by the Finance Committee, and certified to be correct in every particular; such certificate to be in writing, and signed by the Chairman of such Committee, or another member thereof on his behalf. And in the case of works performed, the account shall also be certified to by the Works Committee as being correct, and that the work has been performed according to contract by tender or otherwise.

Miscellaneous.

79. Leave of absence to the Mayor or any Alderman can only be given by resolution of the Council on application.

80. All works or materials to be supplied for the advantage and use of the Borough shall be executed and supplied under written contract, after tenders have been called for by public notice in a local paper or otherwise.

81. All suits for the enforcement of penalties under the Municipalities Act, or under these By-laws, shall be prosecuted by the Clerk of the Council, except in cases where any particular officer is entrusted with the control of special matters, as in cases of the Inspector of Nuisances, Librarian, &c.: Provided that the Council may by resolution, without notice, appoint any particular person holding office under the Council, or any Alderman, with his consent, to prosecute any particular case in which the interests of the Borough are concerned. Legal proceedings, of whatsoever nature, can only be so undertaken by authority of the Council on resolution after due notice of motion.

82. In all cases where by these By-laws or by the Municipalities Act, public notice is required to be given of any particular matter or thing to be done, and no special mode of giving such notice has been pointed out, the same may be given by posting on or near the door of the place of business ordinarily used by the Council, or by advertising in one or more local newspaper or newspapers as agreed upon.

83. The operation of any one of these By-laws may be suspended and amendment thereof made, or it may be altogether cancelled and an additional By-law framed, upon motion by notice being filed one month previously at least by any member of the Council of his intention to propose such cancellation and substitution, and upon a resolution duly carried by a majority of the Council after a call thereof shall have been made, subject to approval, confirmation, and publication as provided for by the 158th section of the Act.

PART II.

Collection and enforcement of rates.

84. All rates levied or imposed by the Council under the provisions of the 164th section of 31st Victoria No. 12, or under any other section thereof, for the purposes mentioned in the said section or sections, shall be collected half-yearly, every such instalment to be held to be due and payable on such days as the Council shall by resolution appoint at the time of imposing such rates; and all such rates shall be payable at the office of the Council Clerk and Treasurer during office hours, that is to say, between the hours of eleven and one o'clock of every Monday, Thursday, and Saturday.

85. The Council Clerk shall furnish the Mayor with a nominal list of all persons whose rates are unpaid at the expiration of the period fixed for the payment thereof; and it shall be the duty of the Mayor to issue distress warrants, in accordance with form A in the Schedule hereunto attached, against the goods of all persons so shown to be defaulters, for the recovery of the said rates, or to cause the said parties to be sued for the amounts due by them respectively in a Court of competent jurisdiction.

86. A Bailiff for the purposes of the enforcement of rates shall be appointed by resolution of the Council upon notice, and shall be liable to removal from office in the same way. He shall find two sureties to be approved by the Mayor, and who shall enter into a bond of fifty pounds each on his behalf, conditioned that he shall well and faithfully perform all the duties imposed upon him as such Bailiff.

87. It shall be the duty of the said Bailiff to make all levies by distress for the recovery of rates—to conduct all sales of goods distrained upon, and receive and forthwith account for all moneys paid over to him or arising from such sales—and to pay into the hands of the Council Clerk, within forty-eight hours, the amount or amounts which shall have been recovered in discharge of such rate or rates for which distress has been enforced as aforesaid.

88. If the amount for which any distress shall have been made be not discharged, with costs, on the expiration of five days after such distress, the Bailiff shall sell the goods so distrained upon, or a sufficient portion thereof, by public auction (due notice having been previously given), on the premises, or such other convenient place within the Borough as he may

think it best in the interest of the defaulter or owner to remove them to for such purpose; and immediately after such sale shall pay over to the late owner (or any one authorized in his or her behalf) any surplus proceeds of such sale as may remain in his hands, after deducting the amount due for rates, and all necessary expenses authorized by the Council in distraining and selling the said goods.

89. At the time of making distress, the Bailiff shall make an inventory of property seized, according to Form B of Schedule attached hereto, copy of which shall be delivered to the occupant of the land or premises where the levy is made, or to the owner of the property distrained upon, or some person authorized on his behalf resident on the premises; and in case there shall not be found any one with whom or to whom such inventory can be left or delivered, then the same may and shall be posted in or upon some conspicuous part of the land or premises; and a copy of such inventory shall be delivered without charge by the said Bailiff to the person distrained upon, at any time within one month after distress, if demanded.

90. The Bailiff on making distraint may impound or otherwise secure the property seized, of what nature or kind soever, in or upon such place or places, or in such part of the land or premises chargeable with rates as he shall consider best fitted for the purpose; and it shall be lawful for any person whomsoever, after the expiration of the five days aforesaid, to come and go to and from such place or part of the said land or premises where such goods or property shall be impounded or secured as aforesaid, in order to view and buy and carry off or remove the same on account of the purchaser or purchasers.

91. The owner of property distrained upon may direct the order in which such property shall be sold, and the Bailiff shall thereupon dispose of such property in the order as directed by the owner thereof.

92. There shall be payable to the Bailiff for the uses of the Council the following costs and charges, namely:—

	s.	d.
For every distress warrant.....	5	0
For levying distress and making inventory.....	5	0
For possession each day or portion thereof.....	5	0
All charges ascertained for advertising.		
And 5 per cent on net proceeds of goods.		

Form of Distress Warrant.

A.

I (George Forsyth), Mayor of the Borough of Wagga Wagga, do hereby authorize you (James Inglis), Bailiff of the said Municipality, to distrain the goods and chattels in the dwelling-house, or in and upon the land and premises of (John Ratepayer), situate in (Gurwood-street), Wagga Wagga, for (one pound ten shillings sterling), being the amount of rates due to the said Borough to the (15th October), 1870, for the said dwelling-house (or land and premises), and to proceed thereon for the recovery of the said rates according to law.

Dated this (15th day of October), A.D. 1870.

G. F., Mayor.

Form of Inventory.

I have this day, in virtue of the warrant under the hand of the Mayor of the Borough of Wagga Wagga dated (15th day of October, 1870), distrained the following goods and chattels in the dwelling-house (or in and upon the land and premises) of (John Ratepayer), situate in (Gurwood-street), Wagga Wagga, within the said Borough, for (one pound ten shillings sterling), being the amount of rates due to the said Borough to the (15th October, 1870), by the said (John Ratepayer).

Dated this (15th day of October), 1870.

JAS. INGLIS,
Bailiff.

(List to be appended.)

PART III.

Prevention of fires.

1. For the better prevention of fires, it is provided that no person shall erect stacks of wheat, hay, grass, straw, or other inflammable contents or material, within one hundred yards of any building in any populous portion of the town, under a penalty on conviction of a sum not exceeding five pounds, to be recovered in a summary way; and if the said stacks or material be not removed within such period after such conviction as the Council may order, the person offending shall be liable to further prosecution or prosecutions as in the first instance.

2. No person shall erect any building constructed of bark, or roofed with that material or with calico, within the populous portion of the Municipality, except by express permission of the Council, and then for a temporary purpose only. Any person so offending shall on conviction be liable to a penalty of ten pounds, to be recovered in a summary way, and shall be

bound to remove the said building within such period as the Council may determine.

3. Any person who shall knowingly allow of fire, gunpowder, or any kind of combustible or inflammable matter or thing whatsoever to be kindled, stored, or placed on in or about any portion of his premises, or premises over which he has control, in such a manner as to endanger contiguous buildings or the public safety, shall upon conviction, for every such offence forfeit a penalty of not more than five pounds; and shall be further liable on conviction to a like penalty for every twenty-four hours he shall allow the said fire, gunpowder, or combustible or inflammable material to remain in or about his said premises after the first conviction.

4. Any person who shall wilfully set fire to any grass, stubble, or other inflammable matter whatsoever, in the open air, without giving twenty-four hours' notice at the least of his intention to do so to the owners or occupiers of adjoining properties, or who having given such notice shall proceed to burn such grass, stubble, or other matter at any other time than between the hours of eight o'clock in the morning and four o'clock in the evening, shall be liable upon a conviction in a summary manner to pay a penalty of not more than five pounds.

PART IV.

Suppressing nuisances.

1. No householder or occupier shall allow his or her premises, yards, closets, or drains to become offensive or a nuisance to the adjoining householders or residents.

2. No noisome or offensive trade shall be carried on in any premises to the inconvenience of the residents of adjoining houses.

3. Upon the representation of any two householders that the house, yard, closets, hog-sties, or drains of the adjoining premises are a nuisance or offensive, the Mayor or any two Aldermen shall cause an inspection to be made of the premises complained of; and if found in the condition complained of, notice in writing shall be given to the proprietor or occupier of such premises that, if within three days from the date thereof the nuisance shall not be removed or abated, the proprietor or occupier of such premises shall be liable on conviction to a penalty not exceeding ten nor less than two pounds.

PART V.

Management of roads, streets, pathways, &c.

1. No person shall cut up or open the surface of any road, street, or thoroughfare within the Municipality, under any pretence whatsoever, without permission in writing first had and obtained from the Council, under a penalty not exceeding five pounds.

2. No person shall throw rubbish, sweepings, or deposits of any kind upon the streets, roads, pathways, or into any ditch, gutter, or drain, or upon any public or unoccupied lands within the Municipality, without the consent of the Council, under a penalty not exceeding five pounds.

3. No person shall wilfully or negligently do or cause to be done any damage to the kerbing, pathways, streets, roads, or gutters of the Municipality, or drive any wheeled vehicle, or lead or drive any horses, cattle, or other animals, upon or over the pathways. In cases where access is necessary from a street or road to any private way, yard, lane, or premises, the person requiring and effecting the same shall form and maintain at his or her own cost a crossing over the footpath through the full depth thereof, to be formed and constructed as the Council or their surveyor shall direct, under a penalty of five pounds.

4. No person shall be allowed to alter the face of the pathways, streets, or roads, or remove loam, sand, gravel, or other material from the roads, streets, or reserves of the Municipality, without the authority in writing of the Council or their duly authorized officer, under a penalty not exceeding two pounds.

5. No person shall obstruct any road, street, pathway, or public thoroughfare, by building material, drays, carts, or anything calculated to prevent a free passage to persons using the said passages; nor leave waterholes, excavations, or cellars, or dangerous openings of any kind whatever whereby the public safety shall or may be endangered, without a sufficient fencing or other means of security against risk to individuals; nor allow any obstruction necessarily created to remain, without providing lights thereat, to prevent accidents, between sunset and sunrise, under a penalty not exceeding five pounds.

6. No person shall cast any filth, rubbish, dead animal, or other offensive matter or thing, nor cast any live animal with intent to drown the same, into any river, creek, public water-reserve, sewer, lagoon, or water-hole or tank within the Municipality, under a penalty not exceeding five pounds, and shall also be liable to pay the cost of removing any such matter or thing from any of the places hereinbefore indicated, such cost to be recovered before two Justices in a summary way.

7. No person shall be permitted to place any building or other erection to the front of any street, or construct any verandah extending over the footway, without first serving upon

the Mayor notice in writing of his or her intention so to do, describing the situation for the proposed building, erection, or construction, and receiving an authority from the Council to proceed with the proposed work, under a penalty not exceeding ten pounds.

8. No person shall encroach beyond the building-line in any street or lane, by any building or other erection, door-steps, fencing, or any other obstruction whatsoever, nor place nor expose on the pathways or streets, carts, parcels, packages, or produce of any kind whatsoever, to the obstruction of the public, under a penalty not exceeding five pounds for any such offence.

9. No person shall within the Municipality ride or drive any horse or other animal under saddle or otherwise, or attached to any vehicle whatever, carelessly or furiously or in such a way as to create alarm to any person or persons, or actually to endanger the safety of any person or persons in any public thoroughfare or place, by such careless or furious riding or driving as aforesaid, under a penalty not less than forty shillings nor more than ten pounds, to be recovered in a summary way.

10. Any person allowing horses, cattle, sheep, goats, or pigs to ramble or stray about the streets of the Municipality, shall be liable to a penalty of not more than one pound and not less than five shillings; and all such animals shall in addition be liable to be impounded.

11. Nothing herein contained shall be taken to prevent any person from placing an awning or verandah in front of his or her shop or dwelling, provided that such awning be not less than seven feet above the height of the footway in front of such shop or dwelling, and that the posts be placed in the kerb at the outer edge of such footway.

12. If any person shall haul or draw, or shall cause to be hauled or drawn upon any street, road, or public place any timber, stone, or other thing, otherwise than upon wheeled carriages,—or shall suffer any timber, stone, or other thing carried principally or partially upon wheeled carriages to drag or trail upon any part of such streets or public places, to the injury of the same,—every person so offending shall upon conviction in a summary way forfeit and pay for every such offence a sum not exceeding forty shillings over and above any ascertained damage occasioned thereby: Provided such penalty and damage do not exceed upon the whole fifty pounds.

13. Every person having or ordinarily using any well on or near his premises, and situate in an open or exposed place or position, shall have the same securely covered over to prevent accidents; and every person, who having a well uncovered, shall fail, after twenty-four hours notice to secure it as aforesaid, shall on conviction forfeit and pay the sum of ten shillings, and shall be further liable to a penalty of five shillings for every day the said well shall be left insecure or open after the delivery of the said notice.

14. If the driver of any waggon, dray, or cart, the animals drawing the same not being under the guidance and control of reins, shall, within the Borough, ride upon such vehicle without having some one near and on foot to check and manage the said animals,—or if the driver of any vehicle whatever shall negligently be at such a distance therefrom, or in such a situation that he or she cannot have the direction and government of the animal or animals drawing the same,—or if the driver of any vehicle meeting another shall not keep his vehicle on the left or near side of the road, street, or thoroughfare, or shall in any manner wilfully prevent or attempt to prevent another driver or other person or persons from passing him or her, or by negligence or impropriety shall in any way interrupt or interfere with the free passage of the road, street, or thoroughfare aforesaid,—he or she so offending shall upon conviction be liable to a penalty not exceeding two pounds nor less than ten shillings.

15. Any person who shall convey or carry, or cause to be conveyed or carried, along any street or thoroughfare within the Borough, the carcass or any portion thereof of a slaughtered animal, or of an animal which has apparently been slaughtered, without a sufficient cloth or other covering to conceal the same from public view, shall be liable upon conviction to a penalty not exceeding two pounds for every such offence.

PART VI.

Regulating Free Library.

1. The Free Public Library shall be established and conducted in a suitable place to be obtained by the Council for that purpose. It shall be open to the public every day except upon Sunday, Christmas Day, and Good Friday, between the hours of two and five o'clock in the afternoon, and seven and ten o'clock in the evening. The Council to have the power of appointing a librarian to take charge of the said library, to maintain order, and generally insure the comfort of visitors.

PART VII.

Preserving trees, shrubs, and other property.

1. No person shall cut down, destroy, or remove any trees or other timber, shrubs, or brush, in or upon any road, street, thoroughfare, court, market, or reserve within the Borough, without permission of the Council. Any person so offending shall be liable to a penalty not exceeding five pounds.

2. Any person wantonly or maliciously breaking or injuring any lamp-post, or street name-plate, or extinguishing any light set up for public convenience, or damaging any Corporation property whatsoever, shall be liable to a penalty of not less than twenty shillings nor more than five pounds for every such offence, to be recovered in a summary way before two Justices in Petty Sessions.

PART VIII.

For cleansing slaughter-houses and shambles.

1. For preserving the cleanliness of the Borough of Wagga Wagga, and the health and comfort of the inhabitants, it shall be lawful for the Inspector of Nuisances, or other officer of the Council specially appointed from time to time, to visit and inspect the slaughter-houses, shambles, tanneries, and other establishments, and to give such directions and see such directions enforced concerning the cleansing of the said places within and without as may appear to him or them needful and imperative. And any owner, occupier of, or workman interested in such slaughter-houses, shambles, tanneries, or other establishments, or any other person who shall oppose or prevent the said duly appointed officer or officers in the execution of their duty, or who shall refuse or neglect to comply with his or their directions, within such time as shall be named by such officer or officers, shall for any such offence forfeit and pay a penalty of not more than ten pounds nor less than ten shillings, to be recovered before any two Justices of the Peace in a summary way.

The foregoing By-laws, for the regulation and government of the Borough of Wagga Wagga, were approved and passed by the Municipal Council thereof, on the 22nd day of September, 1870, subject to the approval of the Honorable the Attorney General, and confirmation by His Excellency the Governor, in terms of the 158th section of the Municipalities Act of 1867.

GEO. FORSYTH,
Mayor.

1870-71.

NEW SOUTH WALES.

MUNICIPALITIES.

(MUNICIPAL DISTRICT OF NORTH ILLAWARRA—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict. No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 16th January, 1871.

MUNICIPAL DISTRICT OF NORTH ILLAWARRA.

THE following By-laws, made by the Municipal Council of North Illawarra, for the establishment of Tolls, and for the proper collection and management thereof, at certain Toll-bars erected or to be erected on the main road of the North Illawarra Municipal District, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the Municipalities Act of 1867.

JOHN ROBERTSON.

NORTH ILLAWARRA TOLL-BARS.

Tolls established.

1. Tolls to the several amounts hereinafter prescribed shall be demanded, paid, and taken at the several toll-gates or toll-bars mentioned and described in Schedule A hereto.

2. A collector shall be appointed by resolution of the Council of the said Municipal District for each such toll-gate or toll-bar, and shall be removable by a like resolution.

Sureties for collector.

3. Every such collector shall find two sureties to the satisfaction of the Mayor and to such a sum as the Council shall determine for the faithful performance of his duty.

Payment and recovery of tolls.

4. All such tolls shall be paid to the respective collectors thereof, to be appointed as aforesaid, in such several amounts for the respective animals or vehicles as are specified in Schedule B hereto; and if any person liable to the payment of such toll, other than those exempted from toll as hereinafter provided, shall, after demand thereof, neglect or refuse to pay any such toll, the collector thereof may prevent such person, or any such horse, beast, cattle, carriage, or other vehicle in respect of which any such toll is payable, from passing to, through, or by, or from being ridden, led, or driven through or by such toll-gate or toll-bar.

Exemption from toll.

5. No toll shall be demanded or taken by virtue of this By-law for any horses or carriages belonging to, or conveying or attending, or going to convey or attend, or returning from having conveyed or attended the Governor; or of or from any of Her Majesty's officers or soldiers, being in proper staff or regimental or military uniform dress or undress, for any horse ridden or any horse or carriage then employed by such officer or soldier upon or for Her Majesty's service or returning from such employment; or of or from any member of any corps of Volunteers going to or returning from exercise as such, for any horse ridden by such member; or for any gun-carriage, waggon, or other vehicle belonging to any such corps, or then being employed exclusively for the purpose of the same, or returning from such employment and not otherwise employed; or for

any horses, carriage, or other vehicle of or belonging to the Government or to the Council of the Municipal District, and then employed in the service of the said Government or Council; or of or from any member of the Police Force being on actual duty, or prisoners under the charge of such member of the Police Force, or for any horse or carriage exclusively employed in carrying such member of the Police Force or prisoner or their baggage respectively, or returning from such employment and not otherwise employed; or of or from any person going to or returning from attending at a funeral, or going to or returning from any place of worship on Sunday, Good Friday, or Christmas Day, for any horse or private vehicle ridden or driven by such member or person; or for any animal driven or going to or from water or feed; or for any horse, carriage, or other vehicle which shall only cross the road beyond any of the said toll-gates or toll-bars, or shall not pass on any such road above the distance of two hundred yards: Provided always, that every such member as aforesaid of any Volunteer Corps, or of the Police Force, shall have his dress and accoutrements according to the regulations of such corps or force for the time being.

False claim of exemption.

6. If any person shall claim or take the benefit of any of the exemptions from toll hereinbefore mentioned, not being entitled to the same, he shall, on conviction, forfeit and pay for every such offence a penalty of not less than one pound nor more than five pounds.

Evasion of toll.

7. If any person shall, with any horse, cattle, beast, or carriage, go off or pass from any street or road through or over any land or ground near to or adjoining thereto (not being a public highway, and such person not being the owner, occupier, or servant, or one of the family of the owner or occupier of such ground), with intent to evade the payment of any toll payable under this part of these By-laws,—or if any owner or occupier of any such land or ground shall knowingly or willingly permit or suffer any person (except as aforesaid), with any horse, cattle, beast, or carriage whatsoever, to go or pass through or over such land or ground with intent to evade any such toll,—or if any person shall give or receive from any person other than a collector of such tolls, or shall forge, counterfeit, or alter any note or ticket hereby directed to be given with intent to

evade the payment of any such toll or any part thereof,—or if any person shall fraudulently or forcibly pass through or by any such toll-gate or toll-bar with any horse, cattle, beast, or carriage, or shall leave upon such street or road any horse, cattle, beast, or carriage whatsoever by reason whereof the payment of any toll shall be avoided or lessened, or shall take off or cause to be taken off any horse or other beast or cattle from any carriage either before or after having passed through, by, or over any such toll-gate or toll-bar, or having passed through or by the same shall afterwards add or put any horse or other beast to any such carriage, and draw therewith upon any part of such street or road so as to increase the number of horses or other beasts drawing the said carriage after the same shall have so passed, whereby the payment of all or any part of the toll shall or may be evaded,—or if any person shall do any other act whatever in order or with intent to evade the payment of all or any of such toll and whereby the same shall be evaded,—every such person shall for every such offence forfeit and pay any sum not less than five shillings nor more than five pounds.

Toll-board.

8. The By-law Committee shall cause to be put up and continued on some conspicuous part of or near each such toll-gate or toll-bar as aforesaid, so that the same shall be visible to public view, a table painted in distinct and legible black letters at least two inches in length and of a breadth in proportion, on a board with a white ground, containing at the top the name of the toll-gate or toll-bar at which the same shall be put up, and also containing a list of the tolls payable thereat respectively, distinguishing the several tolls and the different sorts of animals or vehicles for which they are to be paid; and the said Committee shall also cause to be provided tickets denoting the payment of the toll, and on such several tickets shall be specified the name of the toll-gate or toll-bar at which the same shall be delivered, and one of such tickets shall, if demanded, be delivered gratis by the collector to every person paying any toll.

Collector's board. Offences by toll collector.

9. The toll-collector at each such toll-gate or toll-bar as aforesaid shall place or cause to be placed on some conspicuous part of or near such toll-gate or toll-bar, and so that the same shall appear to public view, his christian name and surname, painted in black on a board with a white ground, each of such letters of such name to be at least two inches in length and of a breadth in proportion; and such board shall be and remain at such toll-gate or toll-bar during the whole of the time during which the person whose name shall be expressed thereon shall be on duty thereat; and if any such collector shall not place such board and keep the same there during the time he shall be such collector as aforesaid, or shall demand and take a greater or less toll from any person than he shall be authorized to do by virtue of this "Part" of these By-laws, or shall demand and take a toll from any person or persons who shall be exempt from the payment thereof and claim such exemption, or shall refuse, or permit, or suffer any person or persons to read, or shall in anywise hinder any person or persons from reading, the inscriptions on any board put up or kept hereunder, or shall

refuse to tell his christian name and surname to any person or persons who shall demand the same on being paid the said tolls or any of them, or shall in answer to such demand give a false name or names, or shall refuse or when required omit to give the person paying the toll a ticket denoting the payment thereof and naming and specifying the toll-gate or toll-bar at which the same has been delivered, or upon the legal toll being paid or tendered shall unnecessarily detain or wilfully obstruct, hinder, or prevent any passenger from passing through or by such toll-gate or toll-bar, or shall make use of any scurrilous or abusive language to any passenger,—every such collector shall on conviction forfeit and pay for every such offence a penalty not exceeding five pounds.

Collector to keep accounts.

10. Every such collector of tolls shall keep and render such accounts of all his receipts for such tolls as the Council or the Finance Committee thereof may from time to time direct and require, and shall pay over all such receipts at such times and to such officer of the Council as the said Council may from time to time direct.

SCHEDULE A.

The North Illawarra Toll-bars, situate on the Main Road of the North Illawarra Municipal District Council, at the northern boundary near Taylor and Walker's Railway, and erected or established at such place in virtue of a resolution of the North Illawarra Municipal District Council bearing date the 22nd day of October, 1870.

B.

Schedule of charges to be made at the North Illawarra Toll-bars.

	s.	d.
For every sheep, lamb, pig, or goat	0	0½
For every ox, head of neat cattle, horse, gelding, ass, mule, or colt	0	2
For every cart, dray, wain, waggon, or other vehicle, drawn by one horse or other animal	0	6
And for every additional horse or other animal drawing such cart, dray, wain, waggon, or other vehicle ...	0	3
For every gig, chaise, or other such vehicle with two wheels, drawn by one horse or other animal.....	0	6
For every gig, chaise, or other such vehicle, with two wheels, drawn by two horses or other animals	0	9
For every coach, chariot, chaise, or other such carriage with four wheels, drawn by one horse or other animal	0	9
For every coach, chariot, chaise, or other such carriage with four wheels, drawn by two horses or other animals	1	0
For every coach, chariot, chaise, or other such carriage with four wheels, drawn by three horses or other animals	1	3
For every coach, chariot, chaise, or other such carriage with four wheels, drawn by four horses or other animals	1	6

1870-71.

NEW SOUTH WALES.

MUNICIPALITIES.

(BOROUGH OF REDFERN—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict., No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 13th March, 1871.**BOROUGH OF REDFERN.**

THE following By-laws, made by the Council of the Borough of Redfern, in regard to the collection and enforcement of rates, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the Municipalities Act of 1867.

JOHN ROBERTSON.

Borough of Redfern,
January 27th, 1871.

At a meeting of the Municipal Council of this Borough, duly convened, and held on the above date, the following resolution was passed unanimously:—

"That clauses 1 and 2 of By-laws No. 2 of this Borough, as published per Gazette No. 122, page 1392, be rescinded, and the following clauses adopted in lieu thereof:—

1. All rates made and authorized by the Council shall be paid yearly, within the time prescribed by law, at the Municipal Council Chambers, Pitt-street, Redfern, during office hours, on Mondays, Wednesdays, and Fridays, between the hours of 10 o'clock A.M. and 4 o'clock P.M.

2. The Council Clerk shall prepare, every year, at such time as may be ordered by resolution of Council, after the expiration of the time as per notice given in accordance with section 176 of the Municipalities Act, 1867, a list of the names of all parties whose rates are unpaid; and the Mayor of the Borough shall take immediate proceedings either by summons or by issue of distress warrants against all defaulters."

GEO. RENWICK,
Mayor.

W. S. WARDROP, Council Clerk.

1870-71.

NEW SOUTH WALES.

MUNICIPALITIES.

(BOROUGH OF THE GLEBE—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict., No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 11th May, 1871.

BOROUGH OF THE GLEBE.

THE following By-laws made by the Council of the Borough of the Glebe, for regulating their own proceedings, for the collection of rates, for the care and management of public roads and streets, for the regulation of public vehicles, for the suppression of nuisances, and for the general good rule and government of the Borough, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the Municipalities Act of 1867.

JOHN ROBERTSON.

By-LAWS to regulate the proceedings of the Municipal Council of the Borough of the Glebe, for the collection of rates, the care and management of public roads and streets, the regulation of public vehicles, the suppression of nuisances, and for the general good rule and government of the Borough.

The By-laws made and passed by the Municipal Council under the Municipalities Act of 1868, so far as the same may now be in force, are hereby repealed, and the following shall be the By-laws of the Borough of the Glebe.

PART I.

Proceedings of the Council and Committees, duties of officers, servants, &c.

Ordinary meetings.

1. The Council shall meet for the transaction of business on the first Monday in every month, at the hour of half-past 4 p.m., unless such day shall happen to be a public holiday. In the latter case, the meeting shall be hold on such other day as the Mayor may appoint.

Election of Chairman in absence of Mayor.

2. If at any meeting of the Council the Mayor be absent at the expiration of fifteen minutes after the time appointed for holding such meeting, the Aldermen then present shall proceed to elect from themselves a Chairman for such meeting.

Business of ordinary meetings.

3. The following shall be the order of business at all meetings of the Council other than special meetings :—

1. The minutes of the last preceding meeting to be read, corrected if erroneous, and signed by the Mayor or other Chairman. No discussion to be permitted on such minutes, except as to whether they are correct.
2. Correspondence to be read, and orders made thereon if expedient.

3. Petitions (if any) to be read and dealt with.
4. Reports from Committees and minutes from the Mayor (if any) to be presented, and orders made thereon.
5. Questions as to any matters under the jurisdiction or within the official cognizance of the Council to be put and replied to, and statements as to any facts, matters, or circumstances requiring attention by the Council, or any of the Committees or officers, to be made.
6. Motions of which notice has been given to be dealt with in the order in which they stand on the business paper.
7. Orders of the day to be disposed of as they stand on the business paper.

Business may be taken out of regular order.

Provided that the Council may, by resolution without notice, entertain any particular motion, or deal with any particular matter of business out of its regular order on the business paper without any formal suspension of this section, and may in like manner direct that any particular motion or matter of business shall have precedence at a future meeting.

Business at special meetings.

4. At special general meetings of the Council, the business after the minutes shall have been read and signed, which shall be done in the same manner as at an ordinary meeting, shall be taken in such order as the Mayor, or the Aldermen at whose instance such special meeting shall have been called, may have directed.

Business paper for ordinary meeting.

5. The business paper for every meeting of the Council other than a special meeting, shall be made up by the Council Clerk not less than one nor more than three days before the day appointed for such meeting. He shall enter on such business paper a copy or the substance of every notice of motion, and of every requisition or order as to business proposed to be

transacted at such meeting, which he may have received, or shall have been required or directed so to enter, in due course of law, and as hereinafter provided. Every such entry shall be made (subject to the provisions of section of this "Part" of these by-laws) in the same order as such notice, requisition, or direction shall have been received.

Business paper for special meeting.

6. The business paper for each special meeting shall contain only such matters as shall have been specially ordered to be entered thereon, by the Mayor or Aldermen calling such meeting.

How business paper to be disposed of.

7. The business paper for each meeting of the Council shall at such meeting be laid before the Mayor or Chairman, who shall make a note upon such business paper of the mode in which each matter entered thereon has been dealt with. And such business paper so noticed shall be a record of the Council.

Notices, &c., to be the property of the Council.

8. After the business paper shall have been made up as aforesaid, all notices of motion, requisitions, and directions, as to which entries have been made thereon, shall be the property of the Council, and shall not be withdrawn, altered, or amended without leave having been first obtained from the Council, for such withdrawal, alteration, or amendment.

Motions—how to be moved.

9. Except by leave of the Council, motions shall be moved in the order in which they stand on the business paper; and if not so moved or postponed, shall be struck from such business paper, and be considered to have lapsed.

Absence of mover.

10. No motion of which notice shall have been entered on the business paper, shall be proceeded with in the absence of the Alderman by whom such notice shall have been given, unless by some other Alderman producing a written authority for that purpose from such first-named Alderman.

Motion to be seconded.

11. No motion in Council shall be discussed unless and until it be seconded.

Amendment may be moved.

12. When a motion or amendment shall have been made or seconded, any Alderman shall be at liberty to move an amendment thereon; but no such amendment shall be discussed unless and until it be seconded.

Motions and amendments to be in writing.

13. No motion or amendment shall be discussed until it shall have been reduced into writing.

Only one amendment at a time.

14. No second or subsequent amendment shall be taken into consideration until the previous amendment or amendments shall have been disposed of.

Amended question further amended may be moved thereon.

15. If an amendment be carried, the question as amended thereby shall become itself the question before the Council, whereupon any further amendment upon such question may be moved.

How subsequent amendments may be moved.

16. If any amendment either upon an original question or upon any question amended as aforesaid shall be negatived, then a further amendment may be moved to the question to which first-mentioned amendment was moved, and so on: Provided that not more than one question and one proposed amendment thereof shall be before the Council at any one time.

Motions for adjournment.

17. No discussion shall be permitted on any motion for adjournment of the Council; and if, upon the question being put on any such motion, the same be negatived, the subject then under consideration, or the next in order on the business paper, or any other on such paper that may be allowed precedence, shall be discussed before any subsequent motion for adjournment shall be receivable.

Orders of the day.

18. The orders of the day shall consist of any matters, other than motions on notice, which the Council shall at a previous meeting thereof have directed to be taken into consideration, or which the Mayor shall have directed to be entered on the business paper for consideration.

How they are to be dealt with.

19. The Alderman who has the usual charge of, or who has previously moved in reference to the particular business to which any such order of the day relates, shall be the person called upon to move: Provided that the Mayor may, as to any order of the day entered by his direction, arrange with and call upon any Alderman to move the same.

Petitions to be respectfully worded, &c.

20. It shall be incumbent on every Alderman presenting a petition to acquaint himself with the contents thereof, and to ascertain that it does not contain language disrespectful to the Council. The nature and prayer of every such petition shall be stated to the Council by the Alderman presenting the same.

Petitions, how received.

21. All petitions shall be received only as the petitions of the parties signing the same.

How petitions to be dealt with.

22. No motion other than for the reception of a petition shall, unless as hereinafter provided, be permissible on the presentation of such petition, except that the same be referred to a Committee, or that its consideration stand an order of the day for some future meeting: Provided, however, that if any Alderman shall have given due notice of a motion in reference to the subject of any petition, or if the consideration of the subject of any petition shall have been made an order of the day, and such petition shall have been presented before such motion or order of the day shall have been called on, such order of the day, or the said motion, if otherwise unobjectionable, shall be considered in order.

Correspondence.

23. The Mayor shall have the same duty in reference to letters addressed to the Council, before directing the same to be read as by section 20 of this part of these by-laws is imposed upon Aldermen presenting petitions. If not read, to be returned to the writer and reported to the Council. The Mayor shall direct as to the order in which all correspondence shall be read, and no letter addressed to the Council or any of its Officers, shall be presented or read by any Alderman. If the Mayor be absent and shall not have examined any such letters, or have given any such directions as aforesaid, then the duties imposed by this section shall devolve upon the presiding Alderman.

Section 22 to apply to letters.

24. Section 22 of this part of these by-laws shall be considered as fully applicable to letters addressed to the Council or any of its officers as to petitions.

Reports from Committees.

25. Every report from a Committee shall be in writing and signed by the Chairman of such Committee, or, in his absence by some other member of the same.

Mayor's minutes.

26. The Mayor shall have the right of directing the attention of the Council to any matter or subject within its jurisdiction or official cognizance, by a minute in writing signed by him.

How reports, &c., are to be dealt with.

27. No motion shall, unless as hereinafter provided, be permissible on the presentation of a report from a Committee or a minute from the Mayor, except that the same be received, or that it be received and that its consideration stand an order of the day for some future meeting: Provided that if any Alderman shall have given due notice in reference to any such report or minute, or if the consideration of such report or minute shall have been entered among the orders of the day, such order of the day or such motion, if otherwise unobjectionable, may be moved and considered in due course. And whenever any such report or minute embodies any recommendation which cannot legally be carried out without due notice, and it is desirable that such report or minute should be ordered upon during the meeting of the Council at which such report or minute is presented, it shall be the duty of the Chairman or member of such Committee signing such report, or of the Mayor, as the case may be, to give or transmit to the Council Clerk such a notice of motion, requisition, or direction as aforesaid, as will enable the Council Clerk to make the necessary entry on the business paper, and to give such due notice.

Questions and statements.

28. No question or statement shall be allowed to be put or made which is inconsistent with good order, or is not in strict accordance with the requirements of section 3 of this "Part" of these By-laws.

Notice to be given.

29. Sufficient notice of every question shall be given to the person who is expected to reply thereto, to allow for the consideration of such reply, and, if necessary, for a reference to other persons or to documents.

Answer not compulsory.

30. It shall not be compulsory upon the Mayor or upon any Alderman so questioned as aforesaid to answer the question so put to him.

Question to be put without argument.

31. Every such question must be put categorically, without any argument or statement of fact.

Similar provision as to statements.

32. Every such statement must be made without argument.

No discussion on question, &c. Right of objection and of subsequent motion reserved.

33. No discussion shall be permitted as to any such question, or as to any reply or refusal to reply thereto, or as to any such statement, at the time when such question is put, or such reply or refusal to reply is given, or such statement is made: Provided, however, that nothing herein contained shall prevent the taking of any objection as to any such question or statement being out of order, or shall prevent the discussion, after due notice, as hereinbefore provided, of any matters properly arising out of or relating to any such question, or reply, or refusal to reply, or any such statement as aforesaid.

Mode of addressing the Council.

34. Every Alderman who shall make or second any motion, or shall take any part in any debate or discussion, or shall put or reply to any question, or shall make any statement, or shall in any other way or for any other purpose, address observations to the Council, shall while so doing stand up in his customary place, unless he shall be prevented from so doing by reason of some bodily infirmity, and shall address himself to the Mayor or other Chairman then presiding: Provided that in the case of a question, such question may, by permission of such Mayor or Chairman, be put directly to the Alderman or Officer to be questioned, and may be replied to in like manner. But in every such case, the question so put and the answer thereto shall be subject to every legal objection on the ground of disorder or irrelevancy. And all members of the Council shall on all occasions when in such Council, address and speak of each other by their official designations, as Mayor, Chairman, or Alderman, as the case may be.

Speaker not to be interrupted.

35. No Alderman shall be interrupted while thus speaking, unless for the purpose of calling him to order, as hereinafter provided.

Limitation as to number of speakers, &c.

36. Every mover of an original motion shall have a right of general reply to all observations which may have been made in reference to such motion, and to any amendments moved thereon, as well as a right to speak upon every such amendment. Every Alderman other than the mover of such original motion shall have a right to speak once upon such motion and on every amendment thereon. No Alderman shall speak oftener than once upon any question other than a question of order, unless when misrepresented or misunderstood, in which case he shall be permitted to explain without adding any further observations than may be necessary for the purposes of such explanation.

Mover and seconder.

37. An Alderman who has moved any motion or amendment shall be considered to have spoken thereon; but an Alderman who shall have seconded any such motion or amendment without any further observation than that he seconded the same, shall be at liberty to speak on such motion or amendment.

Speaker not to digress, &c.

38. No Alderman shall digress from the subject under discussion, or shall make personal reflections on, nor impute improper motives to any other Alderman.

Adjournment of debate.

39. A debate may be adjourned to a later hour of the day, or to any other day specified; and the Alderman upon whose motion such debate shall have been so adjourned shall be entitled to pre-audience on the resumption of the same.

Mayor to decide as to pre-audience.

40. If two or more Aldermen rise to speak at the same time, the Mayor or Chairman shall decide which of such Aldermen shall be first heard.

Mayor to decide points of order.

41. The Mayor or Chairman shall preserve order, and his decision upon disputed points of order or practice shall be final.

Mayor may address the Council.

42. The Mayor shall have the same right as any other Alderman to speak upon every subject or amendment.

Mayor may call member to order.

43. The Mayor or Chairman may, without the interposition of any other member of the Council, call any Alderman to order, whenever in the opinion of such Mayor or Chairman there shall be a necessity for so doing.

Decision of points of order.

44. The Mayor or Chairman when called upon to decide points of order or practice shall state the provision, rule, or practice which he shall deem applicable to the case, without discussing or commenting upon the same.

Motions out of order to be rejected.

45. Whenever it shall have been decided, as aforesaid, that any motion, amendment, or other matter before the Council is out of order, the same shall be rejected.

How questions to be put.

46. The Mayor or Chairman shall put to the Council all questions on which it shall be necessary that a vote be taken, and shall declare the sense of the Council thereon.

Divisions.—Penalty for refusing to vote.

47. Any Alderman may call for a division, and the vote shall be taken by show of hands, and the names and votes of the Aldermen present shall be recorded. Any Alderman present when a division is called for, who shall not vote on such division, not being disabled by law from so voting, shall be liable for every such offence to a penalty of not less than ten shillings nor more than five pounds.

Rules applicable to business in Committees.

48. Sections 12, 13, 14, 15, 16, 34, 35, 38, 40, 41, 42, 43, 44, 45, 46, and 47, of this "Part" of these By-laws shall be taken to apply to the business in Committees of the Whole Council—except that it shall not be necessary that any motion or amendment in Committee shall be seconded.

How Call of the Council to be made.

49. A Call of the Council may be ordered by any resolution of which due notice shall have been given, for the consideration of any motion or matter of business before such Council.

Such Call to be compulsory in certain cases.

50. No motion the effect of which if carried would be to rescind any resolution, order, or decision of the Council, shall be entered on the business paper, unless a Call of the Council has been duly made and granted for such purpose.

Mode of proceeding.

51. The Call shall be made immediately before the motion or business for which such Call has been ordered shall be moved or considered. The Council Clerk shall call the names of all the members in alphabetical order; and if any members are absent, a record shall be made of such absence. But if leave of absence to any such member shall have been previously granted, or if such an excuse in writing shall have been received by the Mayor or Council Clerk as the majority of the Council then present shall consider satisfactory, such absent member shall stand excused, and a record shall be made of such excuse and of the reasons for the same.

Penalty for absence.

52. Any member of the Council who, having had notice of the Call, shall be absent without having been legally excused as aforesaid, and who shall fail to show that by reason of illness or other sufficient cause he was unable to send an excuse in writing as aforesaid, or who, having answered to his name, shall not be present when a vote is taken on the motion or business as to which such Call was made, shall for every such offence be liable to a penalty of not less than ten shillings nor more than five pounds.

Standing and Special Committees.

Standing Committees.

53. Besides such Special Committees as may from time to time be found necessary, there shall be two Standing Committees of the Council, each consisting of not less than three members, namely, a Finance Committee and an Improvement Committee.

Finance Committee.

54. The Finance Committee shall examine and check all accounts, and shall watch generally over the collection and expenditure of the municipal revenues. They shall inquire and report, from time to time, as to all matters which they may consider to affect the finances of the Borough, and as to such matters or subjects of the like nature as they may be directed by resolution of the Council to inquire and report upon.

Improvement Committee.

55. The Improvement Committee shall have the general direction of all works ordered or sanctioned by the Council, and the general inspection of all streets, roads, ways, and other public places under the care and management of the Council. They shall also inquire and report from time to time as to such improvements or repairs as they may think necessary, or as they may be directed by resolution of the Council to inquire and report upon.

Chairman of Committees.

56. Every Committee of which the Mayor shall not be a Member shall elect a permanent Chairman of such Committee, who may direct the Council Clerk to call meetings whenever he shall think it desirable.

Cost of works to be estimated before undertaken.

57. No works affecting the funds of the Borough except as hereinafter is mentioned shall be undertaken, until the probable expense thereof shall have been first ascertained by the Council.

Cases of emergency and current expenses.

58. In cases of emergency the Mayor may authorize the expenditure of any sum not exceeding twenty pounds, and such expenditure shall be reported to the Council at the next meeting; and the Mayor may order the payment of wages of labour for officers, servants, and labourers employed at fixed rates of payment by order of the Council.

Completion of work to be reported by Improvement Committee.

59. No works undertaken by the Council shall be deemed to have been completed, and no order shall be made for the payment in full of the same, except upon a report or certificate to that effect from the Improvement Committee.

Common seal how secured.

60. The common seal shall be secured by a cover or box, which shall be kept at the Council Chambers, in the custody of the Council Clerk. There shall be duplicate keys to the lock of this cover or box, of which keys one shall be kept by the Mayor and the other by the Council Clerk.

When and how common seal to be used.

61. The seal of the Corporation shall not be affixed to any document without the express authority of the Council; and every impression thereof so authorized shall be verified by the signature of the Mayor, or in case of the illness or absence of the Mayor, by two Aldermen, and countersigned by the Council Clerk.

How books of accounts, &c., are to be kept.

62. All books, deeds, memorials, letters, documents, and other records of the Council, except as hereinafter mentioned, shall be kept at the Council Chambers, in the custody and care of the Council Clerk, who shall be responsible for the safe custody of the same, but the Mayor may for any special purpose authorize their removal.

Books, &c., not to be shown or exposed to view without leave.

63. No member or officer of the Council shall be at liberty to show, lay open, or expose any of the books, papers, or records of the Council to any person not a member of Council, without the written permission of the Mayor, unless as otherwise provided by law.

Penalty.

Any member or officer who shall commit a breach of this section shall be liable on conviction to a penalty of not less than five shillings nor more than five pounds.

Records not to be removed.

64. Any person removing any such book, paper, or record from the Council Chambers, without leave from the Mayor in writing first had and obtained, shall be subject to a penalty of not less than ten shillings nor more than ten pounds. And nothing herein contained shall be held to affect the further liability of any person who shall have removed such book, paper, or record, and shall not have returned the same, to prosecution for stealing such book, paper, or record, or to an action at law for detention of the same, as the circumstances of the case may warrant.

Penalty for defacing or destroying records.

65. Any person destroying, defacing, or wilfully or improperly altering any books, papers, or record, shall for every such offence be liable to a penalty of not less than five pounds nor more than twenty pounds.

Bonds for good conduct.

66. All bonds given by officers or servants of the Council for the faithful performance of their duties, shall be deposited in such custody as the Council may order; and no member, officer, or servant of the Council shall be received as a surety for any officer or servant.

Duties of Council Clerk.

67. The Council Clerk shall perform all the duties which the Municipalities Act of 1867, or by the present or any other by-laws hereunder, he may be required to perform. He shall be the Clerk of all Revision Courts held in the Borough under the provisions of the Municipalities Act. He shall also under the direction of the Mayor, conduct all correspondence which may be necessary on the part of the Council, and shall generally assist the Mayor in carrying out the orders of the Council and the duties of such Mayor.

Special powers of Mayor.

68. The Mayor may from time to time define the duties of all officers and servants of this Corporation, and shall exercise a general supervision over all such officers and servants, and may order the preparation of any such return or statement, or the giving of any such explanation, or information by any such

officer or servant, as he may think necessary; unless the Council shall have expressly forbidden or dispensed with the preparation of such return or statement, or the giving of such explanation or information.

Drafts of intended By-laws.

69. A draft of any intended by-law shall lie in the office of the Council for at least seven days before such draft shall be taken into consideration by the Council, and shall be open to the inspection of any ratepayer who may desire to inspect the same.

Motions for rescission of previous orders.

70. Whenever a motion, the effect of which if carried would be to rescind any order, resolution, or vote of the Council, shall have been negatived, no other motion to the same effect shall be permissible until a period of three months shall have elapsed from the time of negativing such first-mentioned motion.

Suits and prosecutions for penalties.

71. Suits or informations for the enforcement of penalties for or in respect of breaches of the Municipalities Act of 1867, or of any By-law made thereunder, or of any Statute the operation of which may have been extended to the Borough, shall be commenced or laid as follows, namely:—When against a member of the Council, or any Auditor, or any officer of the Corporation, by such officer as shall be named for that purpose by the Council; when against any other person—by the officer to whom the carrying out of the statutory provision or By-law imposing the penalty sought to be enforced has been intrusted; and if there shall be no such officer, then by such officer or person as shall be appointed for that purpose by the Council, or the Mayor, as the case may be, on directing such suit or information as aforesaid. And no such suit shall be brought or information laid as aforesaid against any member of the Council or Auditor except by order of such Council; nor shall any similar proceeding be taken against any officer of the Council except on the order of the Council, or of the Mayor. And the conduct or prosecution of any suit or information may, on the order of the Council, or of the Mayor, be entrusted to an attorney.

Power to suspend temporarily certain portions of these By-laws.

72. Any of the foregoing By-laws which relate to or affect the proceedings at meetings of the Council, may be suspended *pro tempore* without notice in cases of emergency, if all the members of the Council then present shall deem such suspension necessary.

PART II.

Collection and enforcement of rates.

Rates when due and payable.

1. All rates levied and imposed by the Council shall be held to be due and payable on and after such day or days as the Council shall by resolution from time to time appoint.

When payable.

2. All such rates shall be paid at the Council Chambers, during the hours appointed by the Council for that purpose, being the ordinary office hours of the Council.

Defaulters.

3. Every person not paying his or her rates as aforesaid within thirty days after any of the days so appointed for payment thereof, shall be deemed a defaulter; and it shall be the duty of the Council Clerk to furnish the Mayor from time to time with a list of the names of all persons so in default.

Mayor to enforce payment.

4. It shall be the duty of the Mayor to take proceedings to enforce the payment of all rates in default, either by action at law or by issuing warrants of distraint upon the goods and chattels of the defaulter.

Bailiff—how appointed.

5. The Bailiff of the Borough shall be appointed by the Council, and may at any time be removed by them.

Duties of Bailiff.

6. It shall be the duty of the Bailiff to make levies by distraint for the recovery of rates, in the manner hereinafter provided.

Warrant of distress.

7. All levies and distresses shall be made under warrant under the hand of the Mayor, or of any Alderman who may for the time being be authorized to perform the duties of that office; such warrant to be in the form or to the effect of the Schedule hereunto annexed and marked with the letter A.

Inventory.

8. At the time of making a distress the Bailiff shall make a written inventory in the form or to the effect of the Schedule annexed hereto marked B, which inventory shall be delivered to the occupant of the land or premises, or the owner of the goods so distressed, or to some person resident in the

place where the distress shall be made; and in case there shall be no person at such place with whom such inventory can be left as aforesaid, then such inventory shall be posted on some conspicuous part of the land or premises on which the distress is made; and the Bailiff shall deliver a copy of such inventory to the Council Clerk of the Borough.

Distress and sale, &c.

9. It shall be lawful for the Bailiff or his deputy and such assistants as he may take with him, to enter into any part of the land, building, tenement, or other property, in respect of which such rate or rates shall have been made as aforesaid, and to distrain the goods therein or thereon, and to remain in such building, tenement, or other property, in charge thereof. And if the sum for which any such distress shall be made or taken, together with the costs of such distraint, shall not be paid on or before the expiration of the following day, the Bailiff or his deputy may, between the hours of eleven in the morning and two in the afternoon on the next day thereafter, cause the goods so distrained or a sufficient portion thereof to be sold by public auction, either on the premises or at such other place within the Borough as the Bailiff may think proper to remove them to for such purpose; and shall pay over the surplus (if any) that may remain after deducting the amount of the sum distrained for and the costs of such distraint, to the owner of the goods so sold, on demand by such owner.

Goods may be impounded.

10. The Bailiff, on making a distress as aforesaid, may impound or otherwise secure the goods and chattels so distrained, of what nature or kind soever, in such part of the land or premises chargeable with the rate, or in such other place as shall be most fit and convenient for that purpose; and it shall be lawful for any person whomsoever, after the expiration of the following day hereinbefore mentioned, to come and go to and from such part of the said land and premises where such goods or chattels shall be impounded and secured as aforesaid, in order to view and buy, and in order to carry off and remove the same on account of the purchase thereof.

Owner to direct order of sale.

11. The owner of any goods or chattels so distrained upon, may at his or her option direct and specify the order in which they shall be successively sold, and the said goods or chattels shall in such case be put up for sale according to such directions.

Proceeds of distress.

12. The Bailiff shall hand over to the Council Clerk all proceeds of every such distress within twenty-four hours after having received the same.

Deputy.

13. The Bailiff may, with the sanction in writing of the Mayor or in his absence with the sanction of the Treasurer of the Borough, authorize by writing under his hand any person to act temporarily as his deputy; and the person so authorized shall have and exercise all the powers of the Bailiff himself, but the Bailiff and his sureties shall in every such case be held responsible for the acts of such deputy.

Costs.

14. There shall be payable to the Bailiff for every levy and distress made under these By-laws, the costs and charges in the Schedule hereunto annexed marked C.

SCHEDULE A.

Warrant of Distress.

I, _____, Mayor of the Borough of the Glebe, do hereby authorize you, _____, the Bailiff of the said Borough, or your deputy, to distrain the goods and chattels in the dwelling-house, or in and upon the land or premises of _____, situate at _____, for _____, being the amount of rates due to the said Borough to the _____ day of _____, for the said dwelling-house, land, or premises, as the case may be, together with the costs of this distraint, and to proceed thereon for the recovery of the said rates and costs, according to law.

Dated this _____ day of _____, 18 ____ .
Mayor.

SCHEDULE B.

Inventory.

I have this day, by virtue of the warrant under the hand of the Mayor of the Borough of the Glebe, dated _____, 18 ____, of which a copy is attached hereto, distrained the following goods and chattels in the dwelling-house, or in or upon the land or premises of _____, situate at _____, within the said Borough, for _____, being the amount of rates due to the said Borough to the _____ day of _____, and also the costs of this levy.

Dated this _____ day of _____, 18 ____ .
Bailiff.

SCHEDULE C.

Costs.

	s.	d.
For making every entry and inventory	2	6
For man in possession for a period longer than two hours	6	0
For man in possession every other day or part of a day	6	0
For sale and delivery of goods one shilling in the pound on the gross proceeds of the sale in addition to the costs of advertisements (if any).		

PART III.

PREVENTING AND EXTINGUISHING FIRES.

Fire or combustible materials.

1. Every person who shall place, or knowingly permit to be placed, in any house, yard, workshop, out-offices, or other premises, fire, gunpowder, or combustible or inflammable materials of any kind, in such a manner as to endanger any buildings, shall, on conviction for every such offence, forfeit and pay a penalty of not more than five pounds, and shall forthwith remove such fire, gunpowder, or combustible or inflammable materials. And every such person who shall suffer any such fire, gunpowder, or combustible or inflammable materials to remain as aforesaid for twenty-four hours after any such conviction, shall be deemed guilty of a further offence against this By-law.

Setting fire to matter without notice.

2. Every person who shall wilfully set fire to any inflammable matter whatsoever in the open air within five yards of any dwelling-house or other building, or boundary or dividing fence, without having given notice in writing to the occupiers of the land adjoining to the land upon which such matter shall be of his intention so to do, or between the hours of six in the afternoon of any day and six in the morning of the following day, shall for every such offence forfeit a sum not exceeding five pounds.

Fireworks.

3. Every person who shall discharge any firearms without lawful cause, or who shall light any bonfire, tar-barrel, or fireworks, upon or within ten yards of any public or private street or any public place, or shall sell gunpowder, squibs, rockets, or other combustible matter, by gas, candle, or other artificial light, shall forfeit a sum not exceeding five pounds.

Wilfully setting fire to chimneys.

4. Every person who shall wilfully set or cause to be set on fire any chimney-flue, smoke-vent, or stove-pipe, herein called in common chimney, shall forfeit a sum not exceeding five pounds: Provided always that nothing herein contained shall exempt the person so setting or causing to be set on fire any chimney from liability to be informed against, or prosecuted before any Criminal Court for such act as for an indictable offence.

Negligently suffering chimneys to be on fire.

5. If any chimney accidentally catch or be on fire, the person occupying or using the premises in which such chimneys are situated shall forfeit a sum not exceeding forty shillings: Provided always that such forfeiture shall not be incurred if such person prove to the satisfaction of the Justices before whom the case is heard that such fire was in nowise owing to the omission, neglect, or carelessness, whether with respect to cleansing such chimney or otherwise, of himself or his servant.

PART IV.

Public vehicles.

Fixed charges on public vehicles.

1. On and upon the first day of July next there shall be paid to the Council Clerk, for the benefit of the Borough, by the owner or owners of every public vehicle plying or carrying passengers for hire within the Borough, for every such public vehicle, an annual charge according to the rules set out in Schedule A hereto.

Days of payment, &c.

2. Every such charge shall be payable in advance annually or half-yearly according to the option of such owner. The days of payment of every such charge as aforesaid, when paid half-yearly, shall be the first day of January and the first day of July in each and every year. Every such half-yearly or annual payment, whether made on any of the before-mentioned days or at any other time, shall operate until the expiration of the then current half-year or year, as the case may be, and no longer.

Public vehicles licensed in Sydney entitled to ply on paying charges.

3. Every public vehicle duly licensed by the Municipal Council of the City of Sydney shall be entitled to ply or carry passengers for hire within the Borough, on production by the owner or owners thereof, or by some person on his or their behalf, of the license of such public vehicle, and on payment of the aforesaid charge.

Certificate of payment.—Driver to produce certificate when required.

4. On the making of every such payment as aforesaid, there shall be given to the person or persons making the same a certificate in the form or to the effect of Schedule B hereto. And the driver of such public vehicle shall at all times have the said certificate ready to produce, and shall produce the same when so required by the Council Clerk or other officer of the Council; and every such driver not producing such document when required shall, for every such offence, forfeit and pay a penalty of not more than one pound nor less than five shillings.

Penalties for plying, &c., if charges not paid.—Proviso as to substitute vehicles.

5. The owner and driver respectively of any public vehicle, for or in respect of which such charge shall not have been paid as aforesaid, and which shall ply or carry passengers for hire in the Borough or any part thereof, shall forfeit and pay for the first offence a sum of not more than one pound nor less than ten shillings; and for a second offence and every subsequent offence, a sum of not less than one pound nor more than five pounds. And any person who shall act as the driver of any public vehicle for all the purposes of this By-law. And any such public vehicle which shall have been driven to or from any public stand for licensed vehicles appointed or to be appointed within the Borough, shall be deemed to have plied for hire or passengers within the meaning of this By-law: Provided however that nothing herein contained shall prevent the lawful use of any public vehicle which, in accordance with the By-laws of the City of Sydney or of the Municipal Council thereof, may have been put in use instead of any other public vehicle in respect of which such charge as aforesaid shall have been paid to the Council Clerk of the Borough, and which said last-mentioned public vehicle shall not at the time be plying or carrying passengers within the Borough.

Interpretation.

6. Whenever the words "public vehicle" shall be used in these By-laws, the same shall be understood to mean either an omnibus, omnibus car, or car; and an omnibus shall mean any vehicle upon four wheels drawn by two or more horses, for which an omnibus license shall have been taken out in the City of Sydney; an omnibus car, any public vehicle upon four wheels drawn by one horse, for which a similar license shall have been so taken out in the said City; and a car, any vehicle upon two wheels for which a license shall have been so taken out.

SCHEDULE A.	£ s. d.
For every public vehicle plying for passengers—rate	
per annum	3 0 0

**SCHEDULE B.
Certificate.**

No. Municipal Council Chambers,
Glebe, 187.

This is to certify that _____, of _____, the owner of the public vehicle licensed by the Municipal Council of the City of Sydney, numbered _____, according to such license, has paid the sum of £ _____, being the charge required by the By-laws of this Borough, to be paid for such public vehicle for the period of _____; and that the said public vehicle is authorized to ply or carry passengers for hire within the Borough, until the _____ day of _____ next.

Council Clerk.

PART V.

Public exhibitors, &c.

Exhibitions, &c., to be licensed.

1. No exhibition, other than such as may be licensed under the provisions of the Act 14th Victoria number 23, or exhibitions of a temporary character hereinafter specially provided for, shall be held or kept for hire or profit within the said Borough; nor shall any bowling alley or other place of public amusement, other than a place licensed as aforesaid, or a place for temporary amusement hereinafter specially provided for, be used as such for hire or profit within the said Borough, unless and until the same shall be duly registered as hereinafter prescribed.

Temporary license by Mayor.—Penalty for exhibiting, &c., without license.

2. The Mayor may, by writing under his hand, permit any such exhibition as aforesaid, other than an exhibition requiring to be licensed under the said Act, for not more than one week; and in like manner and for a like time may allow any place to be used for purposes of public amusement other than for entertainments requiring to be licensed as aforesaid. And every person holding or keeping any such exhibition, or using any place within the Borough for public amusement as aforesaid without such permission of the Mayor shall forfeit and pay a

sum not less than one pound nor more than five pounds for every day that such exhibition shall be so held or kept, or such place shall be so used for public amusement as aforesaid.

Buildings, &c., to be registered.

3. Every occupier of any building or ground in which any exhibition is held or kept or any public amusement conducted as aforesaid, shall in each year register at the office of the Council such building or ground, and a description of the exhibition or public amusement proposed to be held, kept, or conducted as aforesaid, and the name of such occupier; and every person who causes, and every occupier of any building or land who permits any such exhibition or public amusement to be held, kept, or conducted for more than one week, in or upon any such building or land not registered for the purpose, or without having obtained a certificate of registration as hereinafter mentioned, shall forfeit and pay for every offence a sum not less than one pound nor more than ten pounds.

Certificate of registration, &c.

4. The Council, upon the written application of any such occupier as aforesaid stating the particulars aforesaid, may cause the aforesaid premises to be registered, and grant to the applicant a certificate of such registration, unless, upon inspection the building or land shall be found to be unsuitable for the purpose of the exhibition or amusement, or unless it shall appear to the Council that such exhibition or amusement is likely to entail any violation of public decency, or to endanger the public peace, or be a nuisance to any inhabitant of the Borough.

Inspection.

5. Any officer or person appointed for that purpose by the Council may, at all reasonable times, enter into or upon, and inspect any such registered building or land.

No exhibitions, &c., on Sundays, &c.

6. No such exhibition or place of public amusement as aforesaid shall be held or kept open or used for the purposes of such public amusements on Sunday, Christmas Day, or Good Friday, and every person offending against this By-law shall on conviction forfeit and pay a sum not exceeding five pounds nor less than one pound for every such offence.

Registration fee, &c.

7. For every registration as aforesaid the occupier of the building or land so registered shall pay to the Council Clerk, for the benefit of the Borough, a fee of one pound; and every such registration, whenever the same may be made, shall (subject to the power of suspension and cancellation herein contained) be in force until the thirty-first day of December thence next ensuing, and no longer.

Certificate to operate as license for exhibition and named therein, and no other.

8. The certificate of registration aforesaid shall be regarded as a license from the Council for the holding or keeping or carrying on of the exhibition or public amusement therein mentioned, but for none other. Any occupier of such building or land who shall hold or keep therein or thereon any exhibition, or shall use such building or land for any public amusements other than such exhibition or amusements mentioned in such certificate or license, shall for every such offence forfeit and pay any sum not less than one pound nor more than ten pounds.

Suspension or revocation of license.

9. The effect of any such registration as aforesaid may be suspended, or such registration may be cancelled, as the Council shall think fit, for any of the following causes, namely:—Whenever the occupier of the registered building or land, or the manager of any such exhibition or amusement as aforesaid held, kept, conducted, or carried on in or upon such building or ground, shall have been twice convicted of offences against those By-laws within a period of twelve months, or whenever it shall be shown to the satisfaction of the Council, that the superintendent, director, manager, or other person in charge of any such exhibition or amusement, is a confirmed drunkard,—or that any such exhibition or amusement is being conducted in such a manner as to violate public decency, to endanger the public peace, or to become a nuisance to any inhabitants of the said Borough: Provided that before any such suspension or cancellation as aforesaid, such occupier shall have notice that the Council is about to consider whether there shall be any such suspension or cancellation, and of the causes for this proceeding, and shall be allowed to show cause against the same.

Construction of term occupier.—Change of occupancy.

10. Any person who shall superintend, direct, or manage, or shall be otherwise in charge of any such exhibition or public amusement as aforesaid, in or upon any such building or land as aforesaid, or who shall reside in or upon any such building or land wherein or whereon any such exhibition or public amusement shall be held, kept, or carried on, or who, whether resident thereon or not, shall use any such building or land for the purposes of any such exhibition or public amusement, shall be deemed the occupier of such building or land for all the

purposes of these By-laws; and the said By-laws shall be held to be as applicable in every case to any number of such occupiers as to any single occupier; and every such occupier whose name shall have been so registered as aforesaid shall be deemed and taken to be and continue such occupier for all the purposes of these By-laws: Provided that in the event of any change in the occupancy of any such building or land as aforesaid, the parties concerned shall notify the same in writing to the Council Clerk, and if after such inquiry as the Council may deem necessary there shall appear no valid objection to such change of occupancy, an entry thereof shall be made in the registry, and a new certificate shall be issued, which (subject as aforesaid) shall be in force until the then next thirty-first of December, and no longer; and for every such certificate a fee of five shillings shall be paid to the Council Clerk for the benefit of the Borough. And any person who shall make any false statement in any such notice or application as aforesaid as to any of the facts or particulars required by these By-laws to be stated in such application or notice, shall for every such offence forfeit and pay a sum not less than one pound nor more than ten pounds.

PART VI.

Streets and public places, public health, decency, &c.

New roads to be reported upon.

1. No new public road, street, way, or other place proposed to be dedicated to the public, shall be taken under the charge or management of the Council until after such road, street, way, or place, shall have been examined by the Improvement Committee, or other Committee appointed for this purpose, and reported upon to the Council by such Committee.

Plan of proposed new road, &c., to be deposited.

2. Whenever any proprietor or proprietors of land within the Borough shall open any road, street, or way, or lay out any place for public use or recreation, through or upon such land, and shall be desirous that the Council shall undertake the care and management thereof, he or they shall furnish the Council with a plan or plans signed by himself or themselves, showing clearly the position and extent of such road, street, way, or other public place as aforesaid.

Dedication of new roads.

3. If the Council shall determine to take charge of any such road, way, or other place as aforesaid the plan or plans so signed as aforesaid shall be preserved as a record of the Council, and the proprietor or proprietors shall execute such further instrument dedicating such road, way, or place, to public use or recreation as aforesaid, as may be considered necessary by the Council, which said instrument shall be preserved as a record of the Council.

Who to mark out roads, &c.

4. The Surveyor of the Borough, or other officer or person duly authorized by the Council in that behalf, shall be the proper officer for marking out when and where necessary the roads, streets, lanes, and thoroughfares which now are or shall hereafter be under or subject to the care, construction, or management of the Council; and the carriage or footways in each such roads, streets, lanes, or thoroughfares.

No encroachment allowed on streets, &c.

5. Whenever any road, street, or lane, has been marked out in manner herein provided, no house, shop, fence, or other structure shall, except as hereinafter mentioned, be allowed to project or encroach on any part thereof. And it shall not be lawful for any person to erect or put up any building, erection, obstruction, fence, or enclosure, or to make any excavation, hole, &c., or opening in, under, upon, or near to any such road, street, lane, or thoroughfare, unless the consent of the Council or Mayor has been obtained to the erecting or making of any such building, erection, obstruction, fence, or enclosure, excavation, hole, or opening as aforesaid; and every person offending against this By-law shall forfeit and pay for the first offence a sum not exceeding five pounds nor less than forty shillings, and for the second and every subsequent offence a sum not exceeding ten pounds nor less than three pounds.

No balcony, &c., to project more than

6. No balcony shall be erected so as that the same or any part thereof shall project or hang over the footway of any street, road, or thoroughfare which shall be less than forty feet in width; and no balcony which shall project or hang over any street, road, or thoroughfare, shall be more than five feet wide nor less than ten feet in height from the bottom of the floor joists to the proper level of the footway. And every person who shall offend against this By-law shall on conviction forfeit and pay a sum not exceeding five pounds nor less than one pound, for every day that such balcony shall be allowed to remain after such conviction.

Footways may be levelled.

7. When any footway shall have been marked out in manner herein directed, the Surveyor or other person as aforesaid may

cause the same to be levelled and made as nearly as practicable of equal height and breadth, and with an equal slope and inclination, and may remove any flagging, steps, or other matter, thing, or obstruction that may injure or obstruct the said footway or render it unequal or inconvenient, and which now is or may hereafter be erected or placed on the space marked out for the said footway.

Encroachments to be removed on notice.

8. The Surveyor or such other officer or person as aforesaid may, at any time, on the order of the Council and upon due notice of thirty days, direct the removal of any building, fence, or other obstruction or encroachment in or upon any road, street, lane or thoroughfare under the charge of the Council. Notice shall in this case be served either personally, or at the usual or last known place of abode of the person to whom such obstruction or encroaching structure belongs, or who has erected the same or caused it to be erected.

Council may remove at expense of offender or proceed for breach of By-law.

9. In any case when after service of notice for the removal of any obstruction or encroachment as aforesaid, the person causing or permitting the same shall not remove it within thirty days after the service of the said notice, it shall be lawful for the said Council to direct the removal of the same under the superintendence of its own proper officer and at the cost of the person so offending (provided that the expenses hereby incurred shall in no case exceed the sum of ten pounds); or at the option of the Council to proceed against the offender for breach of By-law; the penalty for the first offence not to exceed twenty-five pounds nor to be less than twenty shillings, and for the second and every subsequent offence a sum not exceeding twenty-five pounds nor less than five pounds.

Or may proceed by action.

10. In any case where the obstruction or encroachment cannot be removed unless than at a greater cost than ten pounds, it shall be open to the Council either to direct such removal and to pay all the costs thereof above ten pounds from the funds of the Borough, or to proceed by action of trespass against the person causing such obstruction or encroachment.

To apply to obstructions by digging, &c.

11. The foregoing provisions shall be equally applicable to all obstructions by digging or excavation.

The Improvement Committee to fix street levels, &c.

12. The Improvement Committee, or any officer of the Council acting under the supervision of such Committee, shall, subject to such orders as shall from time to time be made by the Council in that behalf, fix and lay out the level of all public roads, streets, and ways, within the Borough, and the carriage-ways and footways hereof: Provided that there shall be no change of levels in any such public road, street, or way, until the same shall have been submitted to and certified by the Council as hereinafter directed.

Change of street levels.

13. Whenever it may be deemed necessary to alter the level of any such public road, street, or way, as aforesaid, the Improvement Committee shall cause a plan and section showing the proposed cuttings and fillings to be exhibited at the Council Chambers for fourteen days for the information and inspection of ratepayers, and shall notify by advertisement in some newspaper circulating in the Borough that such plan is open for inspection. At a subsequent meeting of the Council, the said plan and section shall, if adopted, be signed by the Mayor or Chairman of such meeting and countersigned by the Council Clerk, and such plan and section so signed and countersigned shall be a record of the Council.

No turf, gravel, &c., to be removed from streets without permission.

14. Any person who shall form, dig, or open any drain or sewer, or remove or cause to be removed any turf, gravel, sand, loam, or other material in or from any part of the carriage or footway of any street or road or other public place within the said Borough, without leave first had and obtained from the Council or from the Mayor, or who shall wantonly break up or damage any such carriage or foot way, shall on conviction forfeit and pay for every such offence any sum not exceeding five pounds nor less than one pound.

Temporary stopping of traffic for repairs, &c.

15. The Mayor, or any officer or person acting under the authority of the Council, may at any time cause the traffic of any street, lane, or thoroughfare, or any portion thereof, to be stopped for the purpose of repairing the same, or for any necessary purpose; and any person or persons offending against this By-law, either by travelling on such street, lane, or thoroughfare, or by destroying or removing any obstruction that may be placed thereon for the purpose of suspending the traffic, shall forfeit and pay a penalty or sum not exceeding five pounds for every such offence.

Cellars or openings beneath the surface of footways prohibited.

16. Any person who shall make any cellar or any opening, door, or window in or beneath the surface of the footway of any street or public place, unless the plans thereof have been previously submitted to and approved by the Council, and the erections and openings made to the satisfaction of the Council, shall on conviction forfeit and pay the sum of five pounds over and above the expense of filling up, remedying, or removing such cellar, opening, door, or window.

Holes to be enclosed.

17. Any person who shall dig or make or cause to be dug or made any hole, or leave or cause to be left any hole adjoining or near to any street or public place within the said borough, for the purpose of making any vault or vaults, or the foundation or foundations to any house or other building, or for any other purpose whatsoever,—or shall erect or pull down any building, and shall not forthwith enclose the same and keep the same enclosed in a good and sufficient manner, to the satisfaction of the Surveyor or other officer or person as aforesaid,—or shall keep up or cause to be kept up and continued any such enclosure for any time longer than shall be necessary in the opinion of the Surveyor or other officer or person as aforesaid, and shall not place lights upon each side of the said enclosure, and keep the same constantly burning from sunset to sunrise during the continuance of such enclosure, shall forfeit and pay for every such refusal or neglect, any sum not less than forty shillings nor exceeding five pounds.

Open spaces and steps adjoining the foot-ways to be enclosed, under penalty.

18. Every owner, occupier of any house, building, premises, or land within the said Borough having any entrance, area, garden, or other open space adjoining the footway of any street or public place in such Borough or any quarry, excavation, or opening in the ground, or any premises within six feet of any such footway or public place, shall protect or guard the same by good and sufficient fences, rails, or other enclosures, so as to prevent danger to persons passing and repassing; and any such owner or occupier of any house, building, premises, or land, having any steps adjoining the footway of any such street or public place, shall in like manner protect and guard the same by fences, rails, or other enclosures, so as to prevent danger to persons passing and repassing; and on failure thereof any such owner or occupier shall, as often as he shall be convicted of such offence, forfeit and pay any sum not being less than forty shillings nor more than five pounds; and every such owner or occupier as aforesaid who shall fail to erect such rails, fences, or other enclosures as aforesaid within one week after any such conviction as aforesaid, shall be deemed guilty of a further offence against this By-law.

Wells to be covered over.

19. Every person who shall have a well situated between his or her dwelling-house or the appurtenances thereof, and any road, street, or footway, or at the side thereof, or in any yard or place open or exposed to such road, street, or footway, shall cause such well to be securely and permanently covered over; and if any person having such well as aforesaid shall fail to cover and secure the same within twenty-four hours after notice in writing shall have been given to him or her by any officer of the Council, or shall have been left for such person at his or her usual or last-known place of abode, or on the said premises, shall on conviction forfeit and pay the sum of ten shillings; and for every day after such notice that such well shall remain open or uncovered, contrary to the provisions hereof, such person shall be deemed guilty of a separate offence against this By-law.

Throwing filth on roads, driving carriages, and leading horses on footways.

20. Any person who shall throw, cast, or lay, or shall cause, permit, or suffer to be thrown, cast, or laid, or remain, any dead animal, offal, dung, soil, ashes, rubbish, or any other filth or annoyance, or any matter or thing, in or upon the footway or carriageway of any street, road, lane, or other public place in the said Borough,—or shall kill, slaughter, dress, scald, or cut up any beast, swine, calf, sheep, lamb, or other animal, in or so near to any such street or other public place as that any blood shall run or flow upon or over, or be on any such carriage or foot way,—or shall run, roll, drive, draw, place, or cause, permit, or suffer to be run, rolled, driven, drawn, or placed upon the footway of any street, road, or public place, any waggon, cart, dray, sledge, or other carriage, or any wheelbarrow or truck, or any hogthead, cask, or barrel,—or shall wilfully lead, drive, or ride any horse, ass, mule, or other beast, upon any such footway,—shall upon conviction forfeit and pay for the first offence a sum not exceeding forty shillings nor less than five shillings, and for the second and every subsequent offence a sum not exceeding five pounds nor less than ten shillings.

Throwing filth into watercourses.

21. Any person who shall cast any filth, rubbish, or any dead animal, or any animal with intent of drowning such animal, into any public watercourse, waterhole, bay, creek, or canal,

or shall obstruct or divert from its channel any sewer, canal, or watercourse, shall forfeit a sum not exceeding five pounds nor less than ten shillings, and shall in addition to such penalty pay the cost of removing such filth or obstruction, or of restoring such watercourse, sewer, or canal to its proper channel.

Damage to public buildings.—Extinguishing lamp, &c.

22. Any person who shall damage any public building, lamp, wall, parapet, sluice, bridge, road, street, sewer, watercourse, or other property of the Borough, or improperly extinguish any lamp set up for public or private convenience, shall pay the cost of repairing the same, and if the same be wilfully done, shall forfeit and pay a sum not exceeding twenty pounds nor less than five pounds, in addition to the cost of repairing the same.

Cleansing private avenues.

23. Any owner or occupier of any house or place who shall neglect to keep clean all private avenues, passages, yards, and ways within the said premises, so as by such neglect to cause a nuisance by offensive smell or otherwise, shall forfeit and pay a sum not exceeding forty shillings nor less than ten shillings for every such offence.

Placing dead animals on premises.

24. Any person who shall place or shall cause or suffer to be placed upon any land or premises within the Borough any dead animal, blood, offal, night-soil, or any other offensive matter so as to become a nuisance to the inhabitants thereof, shall on conviction suffer and pay a penalty not exceeding five pounds nor less than ten shillings for every such offence.

Allowing dead animals to remain on premises.

25. Any owner or occupier of any land or premises who shall suffer or permit any dead animal, blood, offal, night-soil, or any other offensive matter to remain upon the said land or premises after notice shall have been given to remove the same, shall be subject to a penalty not exceeding two pounds nor less than ten shillings for every day that the same shall so remain.

Hog-sties and nuisances not removed on notice, &c.

26. In case any privy, hog-sty, or any sink, cesspool, yard or enclosure, or any matter or thing which shall at any time be in any place within the Borough, shall be or become a nuisance, it shall be lawful for the Council, after due investigation, by notice in writing to order the removal of the said nuisance within seven days after such notice shall have been given to the owner or occupier of the premises wherein such nuisance is situated, or shall have been left for such owner or occupier at his or her last or usual place of abode or on the said premises; and every such owner or occupier refusing or neglecting to remove or abate such nuisance pursuant to such notice, and to the satisfaction of the Council, shall forfeit and pay a sum not exceeding ten pounds nor less than forty shillings. And it shall be lawful for the Council to indict, or cause to be indicted, for such nuisance, such person so neglecting or disobeying any such notice at the then next Court of General or Quarter Sessions to be held nearest the Borough; and on such person or persons being found guilty thereof, such nuisance or nuisances shall be removed, taken down, and abated according to the law with regard to public or common nuisances; and the person so offending shall be subject to such punishment for the misdemeanor as the Justices assembled at such Sessions shall direct.

Hours for removing night-soil, &c.

27. Any person who shall remove any night-soil or ammoniacal liquor, bones, or other offensive matter, or shall come with carts or carriages for that purpose, between the hours of six o'clock in the morning and eleven o'clock at night, or shall at any time remove any such night-soil or ammoniacal liquor otherwise than in properly covered and water-tight carts or vehicles, or in such a manner so as to upset, cast, spill, or strew any of the said night-soil, ammoniacal liquor, slop, urine, or filth, in or upon, or near to any of the streets, roads, public places, or footways of the Borough,—or shall deposit or throw night-soil, ammoniacal liquor, bones, or other offensive matter, nearer to any street, road, or dwelling-house than shall from time to time be directed by the Council, or by the Inspector of Nuisances, or shall allow vehicles used for this purpose to stand on any premises nearer to any road, street, or dwelling-house than shall from time to time be directed by the Council or Inspector,—shall upon conviction forfeit and pay for every such offence a sum not exceeding five pounds nor less than one pound; and in case the person or persons so offending cannot be found, then the owner or owners of such carts, carriages, or other vehicles employed in and about emptying or removing such night-soil, bones, or other offensive matter, and also the employer or employers of the person or persons so offending, shall be liable to, and forfeit and pay such penalty as aforesaid.

Placing carriages, goods, &c. on footways.—Not removing when required.—Replacing the same after removal.

28. Any person who shall set or place, or cause to be set or placed, any stall-board, chopping-block, show-board, basket, wares, merchandise, casks, or goods of any kind whatsoever,—or shall hoop, place, wash, or cleanse, or shall cause to be hooped, placed, washed, or cleansed, any pipe, barrel, cask, or vessel in

or upon any carriage or foot way, in any street, road, or public place within the Borough,—or shall set, lay out, or place, or cause to be set, laid out, or placed, any coach, cart, wain, waggon, dray, barrow, sledge, truck, or other carriage upon any such carriageway, except for the necessary time of loading or unloading the same, or taking up or setting down any fare, or waiting for passengers when actually hired, or while actually engaged in harnessing or unharnessing the horses or other animals from such coach, cart, wain, waggon, dray, sledge, truck, or other carriage,—or if any person shall set or place, or caused to be set or placed, in, upon, or over any such carriageway, or footway, any stone, brick, lime, timber, or other materials or things, for building (except as hereinbefore provided),—or who shall hang out or expose, or shall cause or permit to be hung out or exposed, any meat or offal, or any other matter or thing whatsoever, from any house, or premises, over any part of any such footway or carriageway, or over any area of any house or other building or premises, or any other matter or thing, from and on the outside of the house or front, or any other part of any house or houses, or other buildings or premises over or next unto any such street, road, or public place, and shall not immediately remove the same upon being required so to do by the Council or an officer thereof,—or if any person who having, in pursuance of any such requisition as aforesaid, removed, or cause to be removed, any such stall-board, show-board, chopping-block, basket, wares, merchandise, barrow, sledge, truck, carriage, timber, stones, bricks, lime, meat, offal, or other matter or thing, shall at any time thereafter again set, lay, or place, expose, or put out, or cause, procure, permit, or suffer to be set, laid, placed, exposed, or put out, the same or any of them, or any other stall-board, show-board, chopping-block, basket, wares, merchandise, goods, timber, stones, bricks, lime, coach, cart, wain, waggon, dray, truck, barrow, sledge, meat, offal, or other things or matters whatsoever (save and except as aforesaid) in or upon or over any such carriage or foot way or next unto any such street, road, or public place as aforesaid,—shall upon conviction for every such offence forfeit and pay for the first offence a sum not exceeding forty shillings nor less than five shillings, and for the second and every subsequent offence a sum not exceeding five pounds nor less than ten shillings.

Not to prevent the erection of awnings.

29. Nothing in these By-laws contained shall be deemed to prevent any person from placing a movable awning in front of his or her shop or house; provided that such awning be at least eight feet high above the proper level of the footway, and that the posts be kept close up to the kerbstone or outer edge of such footway, and that the said posts and any frame-work be erected to the satisfaction of the Council, and as may from time to time be directed.

Burning shavings, &c. in streets.

30. Any person who shall burn any shavings, rubbish, or any other matter or thing in any road, street, lane, or public place, or who shall within ten yards from any dwelling-house, burn rags, bones, corks, or other offensive substance, shall for every such offence forfeit and pay a sum not exceeding forty shillings nor less than five shillings.

Drawing or trailing timber, &c.

31. Any person who shall haul or draw, or shall cause to be hauled or drawn, upon any of the streets, roads, or public places, any timber, stone, or other material or thing, otherwise than upon wheeled carriages or barrows, or shall suffer any timber, stone, or other material or thing which shall be carried principally or in part upon any wheeled carriage or barrow, to drag or trail upon any part of any such street, road, or public place, to the injury thereof, or to hang over any part of such carriage or barrow so as to occupy or obstruct the street or road beyond the breadth of the said carriage or barrow, shall upon conviction, forfeit and pay for every such offence a sum not exceeding forty shillings nor less than ten shillings over and above the damage occasioned thereby.

Riding in drays, careless driving, &c.

32. If the driver of any waggon, wain, cart, or dray of any kind, shall ride upon any such carriage in any street, road, or thoroughfare, not having some person on foot to guide the same (such carts as are drawn by one horse and driver or guided with reins only excepted), or if the driver of any carriage whatsoever shall wilfully be at a distance from such carriage, or in such a situation whilst it shall be passing upon such street, road, or thoroughfare, that he cannot have the direction and government of the horse or horses, or cattle drawing the same, or if the driver of any waggon, cart, dray, or coach, or other carriage whatsoever, meeting any other carriage, shall not keep his waggon, cart, dray, or coach, or other carriage, on the left or near side of the road, street, or thoroughfare, or if any person shall in any manner wilfully prevent any other person or persons from passing him, or any carriage under his care, upon such street, road, or thoroughfare, or by negligence or misbehaviour, prevent, hinder, or interrupt the free passage of any carriage or person in or upon the same, every such driver or person so offending shall upon conviction forfeit and pay for every such offence a sum not exceeding forty shillings nor less than ten shillings.

Riding or driving furiously.

33. Any person who shall ride or drive through or upon any street, road, or public place within the said Borough, so negligently, carelessly, or furiously, that the safety of any other person shall or may be endangered, shall on conviction forfeit and pay a sum not exceeding five pounds nor less than two pounds.

Swine, &c., not to wander about streets.

34. Any person who shall breed, feed, or keep any kind of swine, in any house, yard, or enclosure, situate and being in or within forty yards of any street or public place in the Borough, or who shall suffer any kind of swine, or any horse, ass, cattle, mule, sheep, goat, or any other animal of like nature belonging to him, or under his charge, to stray or to go about, or to be tethered or depastured in any street, road, or public place within the Borough, shall forfeit and pay for every such offence, a sum not exceeding forty shillings nor less than five shillings. Provided that if after due inquiry shall have been made and the owner thereof cannot be discovered, it shall be lawful for the said Council to cause to be destroyed any swine or goats so straying or injuring property of any description.

Placards not to be affixed on walls, &c., without consent.

35. It shall not be lawful for any person to paste or otherwise affix any placard or other paper upon any wall, house, fence, or other erection, nor deface any such wall, house, fence, or erection, by chalk or paint, or in any other manner, unless with the consent of the owner thereof; and every person who shall be guilty of any such offence, shall forfeit and pay a sum not exceeding twenty shillings nor less than five shillings.

No rock to be blasted without notice to the Council Clerk.

36. Any person who shall be desirous of blasting any rock within fifty yards of any road, street, public place, or dwelling, shall give notice in writing twenty-four hours previously to the Council Clerk, who shall appoint a time when the same may take place, and give such other directions as he may deem necessary for the public safety; and if any person shall blast or cause to be blasted any rock within the limits aforesaid without giving such notice, or shall not conform to the directions given to him by the Council Clerk, he shall on conviction forfeit and pay for every such offence any sum not less than one pound nor more than ten pounds.

Throwing slops on the carriage and foot ways.

37. Any person who shall cast or throw, or shall cause, suffer, or permit to be cast or thrown upon any footway or carriageway any soap-suds, slops, or refuse water, or any refuse vegetables, or any other matter or thing, or shall cause or suffer or permit the same to run or flow from any premises in his or her occupation over any such footpath or carriageway, shall for every such offence suffer and pay a sum not exceeding two pounds nor less than five shillings.

Penalty for not removing offensive matter on notice.—Council may abate nuisances.—Right of entry for such purpose.

38. Any person who shall suffer any waste or stagnant water, or any muck, filth, soil, or other offensive matter, to remain in any cellar or place within any dwelling-house or premises in the said Borough for the space of twenty-four hours after written notice to him from the Inspector of Nuisances or other officer of the Council to remove the same, or shall allow the contents of any water-closet, privy, or cesspool to overflow or soak therefrom, shall for every such offence forfeit and pay a sum not exceeding forty shillings nor less than ten shillings; and a further sum of ten shillings for every day during which the offence shall be continued. And the Council may remove, or abate, or cause to be removed or abated every such nuisance, and do what shall be needful for preventing a continuation or recurrence thereof; and the officers of the said Council shall for such purpose have power from time to time to enter any house or premises, and the expense incurred in carrying out the provisions of the By-law shall be repaid to the said Council by the occupier or owner of the premises upon which the same exists, and be recoverable from either of them, together with the penalties aforesaid, before any two Justices of the Peace, in case such occupier or owner, on being summoned before any such Justices as aforesaid, shall neglect or refuse to pay the same.

Cleaning butchers' shambles, &c.

39. For prescribing the cleanliness of the said Borough, and the health of the inhabitants thereof, it shall be lawful for the Inspector of Nuisances, or for any other officer appointed by the Council, from time to time, and when and as often as he or either of them shall see occasion to visit and inspect the butchers' shops, soap and candle manufactories, &c., fell-mongering establishments, and tanneries in the said Borough, and to give such directions concerning the cleansing of the same respectively, both within and without, as to him shall seem needful. And any butcher, or the owner or occupier of any such butchers' shops, tannery, manufactory, or establishment, who shall refuse or neglect to comply with such directions within a reasonable time, shall forfeit and pay a sum not exceeding five pounds nor less than one pound.

Inspection of premises.

40. Upon the reasonable complaint of any householder, that the house, premises, yards, closets, or drains of the adjoining or neighbouring premises are a nuisance or offensive, the Inspector of Nuisances, or any other person appointed by the Council, shall make an inspection of the premises complained of; and the Officer of the Council shall have full power, without any other authority than this By-law, to go upon such premises for the aforesaid purpose.

Inspector may impound.

41. The Inspector of Nuisances, or any other person duly authorized by the Council, shall have the power to impound in the Glebe Public Pound all animals of every description found straying in the Borough of the Glebe.

Bathing prohibited within certain limits.

42. Any person who shall bathe near to or within view from any inhabited house, or from any public wharf, quay, bridge, street, road, or other place of public resort within the limits of the said Borough, between the hours of six o'clock in the morning and eight in the evening, shall on conviction forfeit and pay for every such offence a sum not exceeding twenty shillings; and it shall be lawful for any constable to arrest any person who shall be found bathing contrary to the provisions hereof, and such person to convey before any Justice of the Peace to be dealt with according to law.

Indecent exposure of person.

43. Any person who shall offend against decency by the exposure of his or her person in any street or public place within the said Borough, or in the view thereof, shall on conviction forfeit and pay for every such offence a sum not exceeding ten pounds nor less than five pounds; and it shall be lawful for any constable to apprehend any person whom he may find in the act of committing such offence, and him or her to convey before any Justice of the Peace to be dealt with according to law.

Houses of ill-fame.

44. Upon representation by any ratepayer that any house or premises within the Borough and near to the residence of such ratepayer is of ill-fame, it shall be lawful for the Mayor to cause the residents of such house or premises to furnish to the Council a list of names, ages, sexes, and occupation of all the inmates of the said house and premises; and upon non-compliance with such request, or if the Mayor shall consider the house to be one of ill-fame, he shall declare the same to be a nuisance, and shall cause a notice in writing to be served upon the holder of such house or premises, or any person resident or

being therein, to discontinue or abate the said nuisance within forty-eight hours after the receipt of such notice. And if such nuisance be not so abated, the holder of such house or premises or other person residing or being therein and acting as such holder, shall be liable to be proceeded against for such nuisance, and shall on conviction thereof forfeit and pay any sum not less than two pounds nor more than twenty pounds. And if such nuisance shall not be abated within forty-eight hours after such conviction, such holder of such house, or such other person residing or being therein as aforesaid, shall forfeit and pay for such second offence a sum not less than five pounds nor more than fifty pounds. And if a further period of forty-eight hours shall elapse after such second conviction without the abatement of such nuisance, such holder of such house, or other person residing or being therein as aforesaid, shall for every such third offence forfeit and pay a sum not less than ten pounds nor more than fifty pounds, and a further sum of ten pounds for every further period of forty-eight hours during which such nuisance shall continue.

Inspector of Nuisances may take legal proceedings.

45. The Inspector of Nuisances may take legal proceedings against any person or persons committing any offence or offences against any of the By-laws of the said Borough.

Penalties to be paid over to Treasurer.

46. All penalties under any of the By-laws shall be paid over to the Treasurer of the Borough, to be appropriated as the Council may direct.

"Mayor" to signify an Alderman acting as Mayor.

47. Whenever, in any of the By-laws, the word "Mayor" is made use of, it shall, unless the context shall indicate a contrary intention, be construed also to signify and include any Alderman lawfully acting for the time being in the place or stead of the Mayor.

As to interference with Officer of Council in enforcing By-laws.

48. Any person who shall obstruct or interfere with any Officer of the Council or other person doing or performing any duty or act under any of the By-laws of the said Borough, shall forfeit and pay a penalty not exceeding twenty pounds nor less than two pounds.

Passed by the Municipal Council of the Borough of the Glebe, this 3rd day of October, A.D. 1870.

W. DE BURGH HOCTER,
Council Clerk.

G. WIGRAM ALLEN,
Mayor.

1870-71.

NEW SOUTH WALES.

MUNICIPALITIES.

(MUNICIPAL DISTRICT OF ST. PETER'S—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict., No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 23rd May, 1871.

MUNICIPAL DISTRICT OF ST. PETER'S.

THE following By-laws made by the Municipal Council of St. Peter's, to regulate their own proceedings, for the collection and enforcement of rates, for preventing and extinguishing fires, for the suppression of nuisances, for the care and management of the public roads and streets, and for licensing vehicles plying for hire, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the Municipalities Act of 1867.

JOHN ROBERTSON.

MUNICIPALITY OF ST. PETER'S.

BY-LAWS.

No. 1.

General Duties of the Mayor or presiding Alderman.

1. The Mayor or presiding Alderman shall preserve order, and his decision on all disputed points shall be final; but he is to state his decision without argument or comment.
2. The Mayor or presiding Alderman may take part in all the proceedings of the Council.
3. The Mayor or presiding Alderman shall put all questions, and declare the sense of the Council thereon.
4. If two or more members rise to speak at the same time, the Mayor or presiding Alderman shall decide which member is entitled to pre-audience.
5. The Mayor or presiding Alderman may, without waiting for the interposition of any member of the Council, call to order any member proceeding to speak a second time on the same question (except in explanation and without introducing any new matter). The member introducing a motion to have the right of reply; and every member shall have the liberty of speaking once on every amendment, as well as on the original motion.
6. The Mayor or presiding Alderman shall, on every motion made and seconded, put the question first in the affirmative and then in the negative, and he may do so as often as may be necessary to enable him to form and declare his opinion from the show of hands as to which party has the majority.

Meetings.

7. The Council shall meet for the despatch of business at the hour of 7:30 P.M. on every alternate Wednesday, unless such day shall happen to be a public holiday: in the latter case the meeting shall be held on such other day as the Mayor may appoint.
8. If the Mayor be not present within thirty minutes after the time appointed for the meeting of the Council, an Alderman shall be elected Chairman for the time being.

9. In the event of a quorum not being present at such meeting within half an hour after the time appointed, the names of the Aldermen present shall be entered in the minute-book by the Council Clerk, and each Alderman absent shall pay a fine of five shillings, such fine to be remitted only in case of illness or other cause deemed sufficient by a majority of the Council at the next meeting.

10. In the months of March and September in each year, the Mayor shall lay before the Council for its adoption the Treasurer's account for the previous half-year, duly audited; but should any Auditor not attend for the purpose of auditing the accounts when required by authority of the Mayor to do so, or refuse to certify to the correctness of the account, unless he can prove to the satisfaction of the Council that the account is incorrect, he shall pay a fine of ten pounds, to be recovered in a summary way before any two Justices of the Peace; the said fine to be carried to the credit of the municipal funds.

11. The first business at every regular meeting of Council shall be the reading, confirmation, and signing the minutes of the proceedings of the last preceding meeting.

12. After the minutes of the last preceding meeting are signed, reports from Committees shall take precedence of any other business, but shall not be considered or adopted without due notice thereof.

13. The presentation of petitions and reading of correspondence shall be next in order of business after the consideration of reports.

14. Every member shall stand when speaking, and shall address the Chair.

15. Whenever any matter of order arises it shall be taken into immediate consideration.

16. No member shall deviate from the subject under debate, or make personal reflections upon any other member.

17. No member shall speak on any motion or amendment longer than ten minutes, without the consent of the Council.

18. When any member shall make use of any expression capable of being applied offensively to any other member, the

offending member shall be required by the Mayor or presiding Alderman to withdraw the expression, and make a satisfactory apology to the offended member and Council.

19. A debate may be adjourned to a later hour of the same day, or to another day specified.

20. The member upon whose motion any debate shall be adjourned shall be entitled to pre-audience on the resumption of the debate.

21. The Council shall vote by show of hands, but any Alderman may divide the Council on any question both in full Council or in Committee of the Whole, in which case every Alderman there present shall be compelled to vote; and all divisions shall be entered in the minute-book.

22. Any member may require the question under discussion to be read for his information at any time during the debate, but not so as to interrupt any other member whilst speaking.

23. After the presentation of reports and petitions, the reading of correspondence and the reception of notices of motion shall take precedence of all other business of the day.

24. Any number of amendments may be proposed on a motion before the Council, and if seconded the question shall first be put on the last amendment, and then on the next preceding amendment, and so on in the inverse order in which they are moved, except when such motions or amendments shall relate to financial matters, in which case the lowest sum shall be put first, and so on to the highest.

25. Any motion for adjournment, if seconded, shall be immediately put without discussion; but if such motion be negatived, it shall not be competent for any member to make a like motion until the lapse of half an hour.

26. No notice shall be taken by the Mayor or presiding Alderman of any motion unless it be seconded.

27. All notices of motion shall be in writing, dated and signed by the Alderman proposing the same, previous to being handed to the Council Clerk, and shall not be withdrawn from the business paper without the leave of the majority of the Council.

28. No motion, the effect of which if carried would be to rescind any motion which has already passed the Council, shall be entered on the business paper, unless a "Call of the whole Council" has been duly made and granted for that purpose.

29. A Call of the Council may be ordered by any resolution of which due notice shall have been given, for the consideration of any motion or matter of business before such Council.

Petitions.

30. On the presentation of a petition, no debate shall take place until notice has been given in the usual manner; and the only question that can be entertained by the Council, on the day of its presentation, shall be that the petition be received, or that it be referred to a Committee.

31. It shall be required of any Alderman presenting a petition to acquaint himself with the language thereof, and report to the Council that he considers it unobjectionable.

32. All petitions to be received only as the petitions of the parties signing the same.

Committees.

33. Besides such Special Committees as may from time to time be found necessary, there shall be four Standing Committees, namely,—a Finance Committee, a Committee for General Purposes, a By-law Committee, and a Committee for Works. The Standing Committees shall be appointed by resolution of the Council, within thirty days after the election of the Mayor for the municipal year.

34. The By-laws as to the proceedings of meetings of the Council shall be observed in a Committee of the whole Council, except the rule limiting the times of speaking.

35. Every Committee of which the Mayor shall not be a member shall elect a permanent Chairman of such Committee, and such Chairman may direct the Council Clerk to call meetings whenever he shall think it expedient.

36. Every Report of a Committee shall be signed by the Chairman thereof.

37. No work affecting the funds of the Municipality shall be undertaken until the probable expense be first ascertained by the Council; and all accounts to be paid by the Council shall be examined by the Finance Committee, and reported on by them, before any warrant shall be issued for the payment thereof: Provided that in cases of emergency, the Mayor, with the assent of any three Aldermen of different Wards, may authorize the expenditure of any sum not exceeding thirty pounds, and such expenditure shall be reported to the Council at its next sitting.

38. No officer or servant appointed by the Council shall be at liberty to show, lay open, or expose any of the books, papers, or records of the Council, to any person not a member of the Council, without leave from the said Council, except as provided by law.

No. 2.

Collection and enforcement of rates.

1. All rates made and authorized by the Council shall be paid half-yearly, within the time prescribed by law, at the Municipal Council Chambers, St. Peter's, during office hours, on Mondays

between the hours of 5 o'clock P.M. and 6-30 P.M., and on Wednesdays between the hours of 6 o'clock P.M. and 7-30 P.M.

2. The Council Clerk shall prepare, every half-year, a list of the names of all persons whose rates are unpaid on the thirtieth day of June and thirty-first day of December; and the Mayor of the Municipality shall take immediate proceedings, either by summons or by the issue of distress warrants, against all defaulters.

3. The Bailiff shall be appointed by the Council, and shall give such security as they shall approve for the faithful performance of the duties of such office.

4. The Bailiff shall make all levies and distresses for the recovery of rates under the warrant of the Mayor; such warrant to be made in accordance with the form in the Schedule hereto annexed marked A.

5. The Bailiff shall be paid for entry and levy made under these By-laws, according to the annexed Schedule marked B.

6. At the time of making a distress, the Bailiff shall forthwith make out a written inventory, in the form or to the effect of the Schedule annexed hereto marked C, which inventory shall be delivered to the occupant of the land or premises, or the owner of the goods so distrained, or to some person on his or her behalf resident in the place where the distress has been made; and in case there shall be no person at such place with whom such inventory can be left as aforesaid, then such inventory shall be posted in some conspicuous part of the land or premises on which the distress has been made, and the Bailiff shall deliver a copy of such inventory to the Council Clerk of the Municipality, for the information of all parties concerned.

7. It shall be lawful for the Bailiff and such assistants as he may require to enter into any part of the land, building, tenement, or other property in respect of which a warrant has been issued, for the recovery of any rate or rates as aforesaid, and to distrain the goods therein or thereon, and to remain in such building, tenement, or other property, in charge thereof; and if the sum for which distress shall have been made or taken shall not be paid on or before the expiration of five days, it shall be lawful to sell the goods so distrained or a sufficient portion thereof by public auction, either on the premises or at such other place within the Municipality as the said Bailiff may think proper to remove them to for such purpose; and the surplus (if any) that may remain after deducting the sum distrained for, together with the expenses attendant upon such distress, shall be paid over, on demand, to the owner of the goods so sold: Provided always that nothing herein contained as to the time of sale shall apply to any crop of cereals, fruit, or vegetables which may be growing at the time when such distress shall be made.

8. The Bailiff, when making a distress as aforesaid, may impound or otherwise secure the distress so made, of what nature or kind soever it may be, in such places or in such part of the land or premises chargeable with the rate as shall be most fit and convenient for such purpose; and it shall be lawful for any person whatsoever, after the expiration of the five days hereinbefore mentioned, to come and go to and from such place or part of the said land or premises where any distress shall be impounded and secured as aforesaid, in order to view and buy, and in order to carry off and remove the same on account of the purchaser thereof.

9. The owner of any goods so distrained upon may by writing direct and specify the order in which they shall be successively sold; and the said goods and chattels shall in such case be put up for sale according to such direction.

10. The Bailiff shall hand over to the Council Clerk all proceeds of such distresses as soon as possible after such sale; also, the copy of every inventory and account of every such sale or sales.

11. The Bailiff, with the sanction of the Mayor, may authorize any person to act temporarily as his deputy; and the person thus authorized shall have and exercise, for the time being, all the powers of the Bailiff himself; but the Bailiff and his sureties shall in every case be held responsible for the acts of such deputy.

SCHEDULE A.

Warrant of Distress.

I, _____, Mayor of the Municipality of St. Peter's, do hereby authorize you, _____, Bailiff of the said Municipality, to distrain the goods and chattels in the dwelling-house, or in and upon the land and premises of _____, situate at _____, for the sum of _____, being the amount of municipal rates due to the said Municipality to the _____ day of _____ for the said dwelling-house, land, or premises, as the case may be; and to proceed thereon for the recovery of the said rates according to law.

Dated this _____ day of _____, 18 _____.

Mayor.

SCHEDULE B.

Fees of Bailiff.

	s.	d.
1. For making every entry and inventory in the execution of the warrant.....	3	0
2. If in possession more than five hours	5	0
3. For every other day or part of a day	5	0

And 5 per cent. on net amount of sale.

SCHEDULE C.

Inventory.

I have this day, in virtue of a warrant under the hand of the Mayor of the Municipality of St. Peter's, dated _____, distrained the following goods and chattels in the dwelling-house, or in and upon the land and premises of _____, situate at _____, within the said Municipality, for the sum of _____, being the amount of rates due to the said Municipality to the _____ day of _____ 18 _____.

Dated this _____ day of _____ 187 _____.

Bailiff.

No. 3.

Preventing and extinguishing fires.

1. No householder shall place, or knowingly permit to be placed, in any house, yard, workshop, out-office, or other premises, fire, powder, or combustible materials of any kind, in such a manner as to endanger contiguous buildings.
2. The Inspector of Nuisances, upon the representation of any person that fire is being used to the danger of contiguous buildings, shall cause the same to be removed immediately.
3. In cases where fire shall take place, it shall be lawful for the Mayor to allow one pound for the first load of water, and fifteen shillings for the second load to be used for extinguishing the said fire.

No. 4.

Suppression of nuisances.

1. No householder or resident in the Municipality shall be allowed to permit his or her premises, yards, closets, or drains to be offensive or a nuisance to the adjoining householders or residents.
2. No noisome or offensive trade shall be permitted to be carried on in any premises to the inconvenience of the residents of adjoining or other houses.
3. Upon complaint being lodged at the Council Chambers that the yard, closets, or drains of any premises is or are a nuisance or offensive, and after inspection such shall be found to be the case, notice shall be given in writing to the proprietor or tenant of such premises to remove or abate such nuisance within twenty-four hours after such notice; and if after such notice the nuisance shall not be removed or abated, the proprietor or tenant of the said premises shall be liable to a penalty not exceeding forty shillings nor less than five shillings.
4. Upon complaint being lodged at the Council Chambers, the Inspector of Nuisances may, at all reasonable hours, with or without assistants, enter into and inspect any building, stall, or place kept or used for the sale of butchers' meat, and examine any carcass, meat, flesh, or fish which may be therein; and in case any of such articles shall appear to him to be intended for human food but unfit, the same may be seized by him; and if it shall appear to a Justice of the Peace, upon competent evidence, to be unwholesome, he shall order it to be destroyed; and the owner thereof, or person in whose custody it was found, shall be liable to a penalty not exceeding forty shillings nor less than ten shillings.
5. Any person who shall breed, keep, or feed any kind of swine in any house, building, yard, garden, or other hereditament, situate and being in, or within forty yards of, any street or public place in the said Municipality,—or shall suffer any kind of swine, or any horse, ass, mule, sheep, goat, or other cattle belonging to him or her, or under his or her charge, to stray or go about, or be tethered or depastured in any such street or public place,—shall on conviction forfeit and pay for such offence a sum not exceeding forty shillings nor less than five shillings, for every such offence.

No. 5.

Care and management of the public roads and streets.

1. In any street or road where it may be deemed necessary to alter the level more than one foot, the Council shall cause a plan and section showing the proposed cuttings and fillings to be exhibited at the Council Chambers for fourteen days, for the information and inspection of ratepayers, and notify the same in one or more of the daily papers.
2. At a subsequent meeting of the Council the said plan and section shall be adopted by the Council, and signed by the Mayor and the proposer and seconder, and be countersigned by the Council Clerk; provided no valid objection has been lodged within the time specified.

3. No person shall be permitted to erect any house, shop, or other building in any street, lane, or place in the Municipality, without first serving notice in writing on the Mayor or Council Clerk, on any lawful day, between the hours of 10 A.M. and 4 P.M., stating such intention, and describing the proposed situation of the building or erection, and without having received an authority from the Mayor or Council Clerk, who will give the required level and alignment, if in a proclaimed street, on payment of a fee of five shillings.

4. No person shall be at liberty to encroach beyond the building line in any street or lane, by the erection of houses, verandas, door-steps, fences, or any other obstruction whatever.

5. All proprietors of houses within the Municipality having a frontage to any main thoroughfare, shall be bound to have the same sufficiently spouted with down-pipe to be carried under the surface of the foot-path into the gutter.

6. No person shall be allowed to throw rubbish, sweepings, dead fowls, or other animals or deposit of any kind whatever, on the streets, pathways, or channels.

7. No driver, carter, or other person shall wilfully or negligently do or suffer or cause to be done any damage or injury to the kerb-stones, gutters, or pathways of any street or roadway; and no person shall be at liberty to drive a wheeled vehicle of any kind or horses or carts on the footways.

8. No person shall be allowed to alter, cut up, or destroy the pathways or roads, or to remove loam, sand, or gravel from any of the streets or roads of the Municipality, without the authority of the Mayor in writing and countersigned by the Council Clerk; and for such authority a fee of one shilling and sixpence must be paid.

9. No person shall be allowed to place on the streets or pathways building materials otherwise than is absolutely necessary, and by the sanction in writing of the Mayor or Council Clerk; and no person shall be allowed to leave waterholes or excavations for cellars or other purposes unfenced, or in such a manner as to be dangerous to passers-by; and all places where buildings are being carried on, or where any obstruction to the danger of passers-by exists, the person causing such obstruction shall be required to provide lights on either side, and keep the same lighted from sunset to sunrise; and for such sanction being given a fee of one shilling and sixpence must be paid.

10. No person shall place or expose for sale on the pathways or streets, carts, goods, parcels, or produce of any kind whatever to the obstruction of the public.

11. No goats or dogs shall be permitted to be used as animals of draught in the streets or thoroughfares of this Municipality.

12. Any person wantonly or maliciously breaking or injuring any lamp-post or street name-plate, or extinguishing any light set up for public convenience, shall be liable to the penalty hereinafter mentioned.

No. 6.

Regulating and licensing public vehicles plying for hire within the Municipality of St. Peter's.

1. The proprietor or driver of every omnibus, car, or other public conveyance plying for passengers within the Municipality of St. Peter's, shall pay to the Treasurer or Council Clerk thereof, for the uses of the said Municipality, annually or rateably, the charge or sum mentioned in the Schedule hereunto annexed marked A.

2. Every person holding an authority or license from this Council as such proprietor or driver, according to the form annexed marked B, shall be permitted to ply for hire and carry passengers within the said Municipality for the term therein mentioned; but it shall not be lawful for any person to ply for hire, or carry passengers as aforesaid, until having obtained the said authority or license so to do.

3. The said charge or sum for every such vehicle shall be paid in advance, commencing on the first Tuesday in February in every year, or rateably according to the date of the said authority or license; and the production of such authority, license, or receipt shall free the vehicle numbered therein from all other charges by this Council, except fines and tolls, during the current municipal year or the period therein specified.

4. The driver of every such omnibus, coach, or other vehicle plying for hire or carrying passengers within or through any part of this Municipality shall, previous to doing so, pay unto the said Council the said charge or sum therein provided; and any person found plying for hire or carrying passengers in any vehicle within this Municipality (except in hackney carriages and other conveyances hired by an individual or party for an especial occasion, and who shall not take up or set down passengers during their routes), shall forfeit and pay for every such offence any sum not more than one pound nor less than ten shillings—and, in case of a second conviction within six months, not less than one pound.

5. Every public vehicle, driven to or from any public stand for vehicles now appointed by the Council of the City of Sydney, or which may be appointed by the Council of this Municipality, or shall be employed in carrying passengers in or through this Municipality, shall be deemed and taken to be a public vehicle plying for hire.

6. The Council of this Municipality may appoint stands for public vehicles within their own boundaries, at such time and places as may be considered necessary by any resolution of Council; and may also, under any such resolution, regulate the time of starting of every such vehicle from any such public stand, on giving notice thereof to the licensed drivers; and any person who shall offend against this or any other such regulation shall forfeit and pay for every such offence not more than forty shillings nor less than ten shillings.

SCHEDULE OF CHARGES.

A.	£	s.	d.
1st.—For every vehicle plying for passengers, having four wheels,—rate per annum	2	0	0
2nd.—For every vehicle plying for passengers, having two wheels,—rate per annum	1	0	0

SCHEDULE B.

License and Certificate of payment for Public Vehicles.

Municipality of St. Peter's,

187 .

I, the undersigned, do hereby certify, that _____ of the public vehicle number _____ has paid unto the Council of this Municipality

the sum of £ _____ for permission to ply for hire and carry passengers within this Municipality, for the period of _____ from the date hereof; and that the said _____ is hereby authorized and entitled to ply for hire, and to carry passengers in the said vehicle, within the limits of the said Municipality, for the period above stated.

Registered,

Mayor.

Council Clerk.

PENALTY.

For every offence against the provisions of these By-laws except as otherwise provided, the offender shall be liable to and shall pay a penalty not exceeding five pounds nor less than five shillings, to be recovered in a summary way before any Justice of the Peace; and all other penalties and fines imposed by these By-laws, except as otherwise provided, shall also be recoverable in a summary way before any Justice of the Peace

Made and passed by the Council of the Municipality of St. Peter's, this 15th day of March, 1871.

GEO. TUCKER,

Mayor.

FREDERICK KEENE,
Council Clerk.

1870-71.

NEW SOUTH WALES.

MUNICIPALITIES.

(MUNICIPAL DISTRICT OF WEST BOTANY—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict. No. 12, sec. 158.

MUNICIPAL DISTRICT OF WEST BOTANY.

Colonial Secretary's Office,
Sydney, 23rd May, 1871.

THE following By-laws made by the Municipal Council of West Botany, for regulating their own proceedings, for the collection of rates, for preventing, &c., fires, for the suppression of nuisances, and for the care, &c., of the public roads and streets, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the Municipalities Act of 1867.

JOHN ROBERTSON.

MUNICIPAL DISTRICT OF WEST BOTANY.

BY-LAWS.

BY-LAWS for regulating the proceedings of the Council of the Municipal District of West Botany, for the collection and enforcement of rates, for preventing and extinguishing fires, for the suppression of nuisances, and for the care and management of the public roads and streets.

General duties of the Mayor or presiding Alderman.

1. The Mayor, presiding Alderman, or Chairman at any Committee meeting shall preserve order, and his ruling upon all matters shall be final, and no argument or discussion shall ensue thereon, but he shall state his reasons for such decision.
2. The Mayor, presiding Alderman, or Chairman shall put all questions, and declare the sense of the Council or Committee thereon.
3. The Mayor, presiding Alderman, or Chairman shall decide as to pre-audience of members where two or more desire to speak, and may call any member to order for refusing to comply with his decision, or speaking a second time upon the same subject unless in explanation.
4. Every Alderman introducing a motion shall have the right of reply and of speaking once on every amendment.
5. Every motion duly put and seconded shall be put first in the affirmative and then in the negative; and the Mayor, presiding Alderman, or Chairman may if he thinks fit call upon the members to divide, in order that the correct sense of the meeting may be ascertained.

Meetings of the Council.

6. The Council shall meet for the dispatch of business at half-past seven o'clock, P.M., on every alternate Wednesday; but when such day shall be a holiday, the Mayor shall appoint such other day for holding the meeting as he may think fit, not exceeding four days earlier or later than the said holiday.
7. In the event of a quorum not being present within half an hour after the time appointed for such meeting of the Council, the names of the Aldermen present shall be taken down and entered into the minute-book by the Council Clerk, and each Alderman absent shall pay a fine as hereinafter provided, such

fine to be remitted only in case of accident, illness, or other causes, which shall be laid before the Council at the next meeting by letter from the absentee, and by them deemed satisfactory.

8. Every Alderman being absent from a meeting of the Council as aforesaid, shall for every offence forfeit the sum of two shillings and sixpence sterling; and all such fines and penalties so incurred shall be paid to the Council Clerk within ten days after the person so fined shall have received or had left at his residence a notice of such fine; and in case of default the Mayor shall enforce the payment thereof under the provisions of the Municipalities Act of 1867. All such fines to be carried to the credit of the Borough funds.

Order of business.

9. The minutes of the last meeting shall be read, and if no objection be taken as to their correctness the Mayor or presiding Alderman shall thereupon sign the same; but if any objection be made as to their correctness or any part thereof, the question shall be put to the Council, and if the Council shall so decide, the alteration shall be made, and such alterations shall be signed in the margin by the Mayor or presiding Alderman and the Council Clerk.
10. After the confirmation of the minutes of the preceding meeting, the order of business shall be as follows:—
11. Reading of correspondence.
12. The presentation of petitions.
13. Reports of Committees.
14. Motions of which notices have been given.
15. Questions of which notice had been given at the last meeting of the Council.

Conduct of business.

16. Every Alderman shall stand while speaking, and shall address the Mayor or Chairman.
17. Every Alderman shall confine his remarks to the subject before the Council.
18. No Alderman shall make any remarks of an offensive or personal nature upon any Alderman or Officer of the Council.
19. No member shall speak longer than ten minutes on any subject under debate, except it be the mover of any motion; and he shall not speak for a longer period than twenty minutes, unless by consent of the Council previously obtained.

20. A debate, by motion, may be adjourned to any time.

21. All petitions shall be presented by an Alderman, and read by him to the Council; and no petition shall be received unless its reception be moved, seconded, and carried.

22. All notices of motion shall be in writing, signed by the mover, and delivered to the Council Clerk four clear days before the day of meeting.

23. The Council shall vote by show of hands; and every Alderman present shall be compelled to vote, excepting the Mayor or Chairman.

24. No member shall interrupt another while speaking, by any acclamation or other expressions of approval or dissent.

25. Amendments, after being seconded, shall be put and disposed of in the order in which they stand, beginning at the last and proceeding inversely until carried, or the whole has been lost, when the motion shall be put.

26. All amendments shall be given by the mover to the Council Clerk in writing.

27. No motion to rescind a resolution, or to affect it in any way, shall be put upon the business paper, unless by consent of a majority at a Call of the whole Council.

28. A Call of the whole Council may be ordered by resolution of which due notice has been given.

29. Whenever any matter of order arises, it shall be taken into consideration immediately; and upon a member rising to order he shall be heard, and the member who was speaking shall sit down until the question of order has been decided; but in case any Alderman called to order, or requested to sit down, refuses to obey the ruling of the Mayor or Chairman, he shall pay a fine of five shillings.

30. The Council Clerk shall make out a paper, to be called the Business Paper, which shall contain all matters to be considered, and all such papers shall be filed and become records of the Council.

31. All such business papers shall be indorsed in the margin by the Mayor or Chairman, specifying the manner in which each matter has been disposed of.

Committees.

32. There shall be four permanent Committees, viz., the Finance—the By-law—the Works—and the Committee for General Purposes, and all reports of Committees shall be signed by the Chairman.

33. No expenses shall be incurred until the probable cost is first ascertained.

34. The Mayor may in cases of emergency authorize the expenditure of any sum not exceeding five pounds, and by request of not less than three Aldermen given to him in writing under their signatures may for a like reason authorize the expenditure of a sum not exceeding ten pounds, but no further expenditure shall be permitted until the Council shall have met and approved of the outlay.

Collection of rates.

35. All rates made by the Council may be paid half-yearly, viz., within seven days after the expiration of the thirty days allowed by law, and on or before the 31st day of August in each year, and shall be paid to the Council Clerk at the Council Chambers during office hours.

36. The Council Clerk shall, at the expiration of the dates before mentioned, lay before the Council a list of all persons whose rates are in arrear.

37. The Mayor shall take immediate steps to enforce payment of all rates due as aforesaid, either by summons or distress warrant, by resolution of the Council.

38. The Council may appoint a Bailiff, who shall make all levies or distresses for the recovery of any rates, under the warrant of the Mayor, according to Schedule A hereto annexed.

39. The Bailiff shall be paid for all levies, entries, distresses, and warrants made under these By-laws, according to Schedule B hereto annexed.

40. The Bailiff shall at the time of making any distress make out an inventory of all goods, live-stock, land, houses, or other property; and shall deliver a copy thereof to the owner of the property or goods so distrained thereon, or the occupier thereof, or to some person on his or her behalf; or in the absence of any such owner or occupier, then such inventory shall be posted on some part of the premises, and a like copy shall be delivered to the Council Clerk.

41. It shall be lawful for the Bailiff, and such assistants as he may require, to enter into and upon any land, buildings, or other property in respect of which a warrant has been issued, for the recovery of rates as aforesaid, and to distrain goods therein and thereon, and to remain in charge of such building or other property; and if the sum for which such distress shall have been made or taken be not paid on or before the expiration of five days, it shall be lawful to sell the said goods, or any part thereof, by public auction, either on the premises or at any other place within the Borough; and the surplus, if any, that may remain after deducting the costs, in addition to the sum distrained for, shall be paid over to the owner of the goods so sold.

42. The Bailiff shall, within forty-eight hours after such sale, deliver to the Council Clerk the proceeds thereof, as also the inventory of the effects so sold.

43. In the temporary absence of the Bailiff through illness or business, the Mayor may appoint a substitute.

Management of roads and streets.

44. No person shall erect any house or other building in any street, road, or lane in the Borough, without giving notice thereof in writing to the Council Clerk, describing the nature and situation of the intended erection; and the person giving such notice shall be entitled to receive from the Council, within seven days after receiving such notice, an authority to proceed with the said building, upon payment to the Council Clerk of a fee of two shillings and sixpence, without which authority no such buildings shall be erected, under a penalty of one pound.

45. No person shall be permitted to encroach beyond the building-line in any road, street, or lane under the control of the Council, by the erection of houses, verandas, steps, fences, or any other obstruction, under a penalty of one pound.

46. Any person erecting such obstruction as aforesaid, and not removing the same within fourteen days from the date of notice served on the premises or ground complained of, shall be liable to a penalty of not less than forty shillings nor more than five pounds.

47. All houses within the Municipality, having frontages to a main thoroughfare, being kerbed and guttered, shall be sufficiently spouted with down-piping, to be laid under the footpath and kerb into the gutter, under a penalty of five shillings.

48. No person shall throw or deposit any rubbish, dead fowls, or animals of any description, or offensive matter, into any road, street, lane, footpath, gutter, or any ground near to a public way, under a penalty of five shillings.

49. No driver or other person shall wilfully or negligently do, or cause to be done, any damage or injury to the kerb-stones, gutters, or footpaths, or to drive any horses, cattle, or other animals, or wheeled vehicles of any description, on the footpaths, under a penalty of ten shillings.

50. No person shall be allowed to place any building materials on the footpaths, unless by the sanction of the Mayor in writing countersigned by the Council Clerk; and any building materials so placed, or any open cutting or excavations, shall be protected by two lights, to be kept burning from dark until daylight; and for every such authority as aforesaid the sum of two shillings and sixpence shall be charged.

51. No person shall place on the footpath or in the gutter any cart, barrow, goods, or produce of any kind to the obstruction of the public, under a penalty of ten shillings.

52. All horses, cattle, goats, pigs, or other animals straying in any road, street, or lane, in the Municipality, shall be impounded, or the owner fined to the amount of ten shillings for each beast found so straying.

Prevention of fires.

53. No person shall place or permit to be placed in any house, workshop, or other building, fire, gunpowder, or combustible or inflammable material of any kind so as to endanger contiguous buildings.

54. The Inspector of Nuisances shall upon receiving a representation in writing that fire is being used, or combustible matter stored, to the danger of adjoining buildings, proceed to the premises complained of, and shall if he thinks necessary cause the danger to be removed immediately.

Suppression of nuisances.

55. No person residing within the Municipality shall be allowed to permit his or her premises, closets, or drains to be offensive to the neighbours.

56. No offensive trade shall be permitted to the inconvenience or annoyance of any resident in the Municipality.

57. No person shall breed or keep swine in any house, yard, building, or enclosure of any description, situate within forty yards of any public road or thoroughfare, under a penalty of not less than forty shillings nor more than five pounds for every offence.

58. The Inspector of Nuisances may, at any reasonable hour, enter into and upon any premises, stall, or place where meat, fish, or other articles of food are kept for sale, and examine the same; and if any such articles shall appear to him to be unfit for human food, he shall seize the same, and if it shall appear to any Justice of the Peace, upon evidence, to be unwholesome, he shall order it to be destroyed; and the owner thereof, or the person in charge of the premises in which it was found, shall be liable to a penalty of not less than forty shillings nor more than five pounds.

Penalty.

For every offence against these By-laws, except as otherwise provided, the offender shall be liable to and shall pay a penalty of not less than ten shillings nor more than five pounds, to be recovered before any two Justices of the Peace: And all fines and penalties imposed by these By-laws shall be recoverable in a summary way before any Justice of the Peace.

SCHEDULE A.

I, _____, Mayor of the Municipal District of West Botany, do hereby authorize you, _____, Bailiff of the said Borough, to distrain the goods and chattels in the dwelling-house, or in and upon the land and premises of _____, situate at _____, for the sum of _____, being the amount of municipal rates due to the said Borough, to the day of _____, for the said dwelling-house, land, or premises, and to proceed thereon for the recovery of the said rates according to law.

Dated this _____ day of _____ 18 .

Mayor.

SCHEDULE B.

Fees of Bailiff.

	s.	d.
For every warrant	3	6
For making every entry and inventory in the execution of the warrant	3	0
If in possession five hours	5	0
For every other day or part of a day	6	0
And five per cent. on net amount of sale.		

Inventory.

I have this day, in virtue of a warrant under the hand of the Mayor of the Municipal District of West Botany, dated _____, distrained the following goods and chattels in the dwelling-house, or in or upon the land and premises of _____, situate within the said Municipality, for the sum of _____, being the amount of rates due to the said Municipality, to the day of _____ 18 .

Dated this _____ day of _____ 18 .

Bailiff.

Made and passed by the Council of the Municipal District of West Botany, this 18th day of April, 1871.

WILLIAM YATES,
Mayor.

FREDERICK KEENE,
Council Clerk.

1870-71.

NEW SOUTH WALES.

MUNICIPALITIES.

(BOROUGH OF NORTH WILLOUGHBY—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict. No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 1st June, 1871.

BOROUGH OF NORTH WILLOUGHBY.

THE following By-laws, made by the Municipal Council of North Willoughby, for the collection and management of tolls, rates, and dues upon the Lane Cove Road, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the Municipalities Act of 1867.

JOHN ROBERTSON.

MUNICIPALITY OF NORTH WILLOUGHBY.

BY-LAWS for collecting and managing tolls, rates, and dues upon the Lane Cove Road.

Tolls established.

1. Tolls to the several amounts hereinafter prescribed shall be demanded, paid, and taken at the toll-gate mentioned and described in Schedule A hereto.

Collector's tenure of office.

2. A Collector shall be appointed by resolution of the Council of the said Borough, for such toll-gate, and shall be removable by a like resolution.

Sureties for Collector.

3. Such Collector shall find two sureties to the satisfaction of the Mayor, to the extent of fifty pounds, for the faithful performance of his duty.

Payment and recovery of tolls.

4. All such tolls shall be paid to the Collector thereof, to be appointed as aforesaid, in such several amounts for the respective animals or vehicles as are specified in Schedule B hereto; and if any person, liable to the payment of such toll, other than those exempted from toll as hereinafter provided, shall, after demand thereof, neglect or refuse to pay any such toll, the Collector thereof may prevent such person, or any such horse, beast, cattle, carriage, or other vehicle, in respect of which any such toll is payable, from passing through or by, or from being ridden, led, or driven through or by such toll-gate.

Exemption from toll.

5. No toll shall be demanded or taken, by virtue of this By-law, for any horses or carriages belonging to, or conveying or attending, or going to attend or convey, or returning from having conveyed or attended, the Governor of the said Colony for the time being; or of or from any of Her Majesty's Officers or soldiers being in proper staff, or regimental, or military uniform, dress or undress; or for any horse ridden, or any horse or carriage then employed by such officer or soldier upon or for Her Majesty's Service, or returning from such employment; or of or from any member of any Corps of Volunteers going to or returning from exercise as such, for any horse

ridden by such member, or for any gun-carriage, waggon, or other vehicle belonging to any such Corps, or then being employed exclusively for the purposes of the same, or returning from such employment, and not otherwise employed; or for any horses, carriage, or other vehicle of or belonging to the Government or to the Council of the Borough, and then employed in the service of the said Government or Council; or of or from any member of the Police Force being on actual duty, or prisoners under the charge of such member of the Police Force, or for any horse or carriage exclusively employed in carrying such member of the Police Force or prisoner or their baggage respectively, or returning from such employment, and not otherwise employed; or of or from any minister of religion; or of or from any person going to or returning from attending at a funeral, or going to or returning from any place of worship on Sunday, Good Friday, or Christmas Day, for any horse or private vehicle ridden or driven by such minister or person; or for or in respect of any horse, beast, carriage, or other vehicle carrying the Post Office mails; or for any animal driven or going to or from water or feed; or for any horse, carriage, or other vehicle which shall only cross the road beyond the said toll-gate, or shall not pass on any such road above the distance of two hundred yards: Provided always that every such member as aforesaid of any Volunteer Corps or of the Police Force shall have his dress and accoutrements according to the regulations of such Corps or Force for the time being.

Exemption of resident ratepayers.

6. Any resident ratepayer or his servant having in charge his master's property, shall, on production of the Council's receipts for the payment of the current rate, be exempt from toll in respect thereof; and the Collector refusing to allow such exemption as aforesaid shall be liable to a fine not exceeding the sum of two pounds.

False claim of exemption.

7. If any person shall claim or take the benefit of any of the exemptions from toll hereinbefore mentioned, not being entitled to the same, he shall on conviction forfeit and pay for every such offence a penalty of not less than one pound or more than five pounds.

Evasion of toll.

8. If any person shall with any horse, cattle, beast, or carriage go off or pass from any street or road through or over any land or ground near to or adjoining thereto not being a public highway, and such person not being the owner, occupier, or servant, or one of the family of the owner or occupier of such ground, with intent to evade the payment of any toll payable under this Part of these By-laws,—or if any owner or occupier of any such land or ground shall knowingly or willingly permit or suffer any person (except as aforesaid) with any horse, cattle, beast, or carriage whatsoever to go or pass through or over such land or ground, with the intent to evade any such toll,—or if any person shall give or receive from any person other than the Collector of such toll, or shall forge, counterfeit, or alter, any note or ticket hereby directed to be given with intent to evade the payment of any such toll or any part thereof,—or if any person shall fraudulently or forcibly pass through or by such toll-gate with any horse, cattle, beast, or carriage, or shall leave upon such street or road any horse, cattle, beast, or carriage whatsoever, by reason whereof the payment of any toll shall be avoided or lessened, or shall take off or cause to be taken off any horse or other beast or cattle from any carriage either before or after having passed through by or over such toll-gate, or having passed through or by the same shall afterwards add or put any horse or other beast to any such carriage and draw therewith upon any part of such street or road so as to increase the number of horses or other beasts drawing the said carriage, after the same shall have so passed, whereby the payment of all or any part of the toll shall or may be evaded,—or if any person shall do any other act whatever in order or with intent to evade the payment of all or any of such toll and whereby the same shall be evaded,—every person shall for every such offence forfeit and pay any sum not less than five shillings or more than five pounds.

Toll-board.

9. The By-law Committee shall cause to be put up and continued on some conspicuous place at or near such toll-gate as aforesaid, so that the same shall be visible to public view, a table painted in distinct and legible black letters, at least two inches in length and of a breadth in proportion, on a board with a white ground, containing at the top thereof the name of the toll-gate at which the same shall be put up, and also containing a list of the tolls payable thereat, distinguishing the several tolls and the different sorts of animals or vehicles for which they are to be paid; and the said Committee shall also cause to be provided tickets denoting the payment of the toll, and on such several tickets shall be specified the name of the toll-gate at which the same shall be delivered, and one of such tickets shall if demanded be delivered gratis by the Collector to every person paying any toll.

Collector's board.—Offences by Toll-collector.

10. The Toll-collector at such toll-gate as aforesaid, shall place or cause to be placed on some conspicuous place at or near such toll-gate and so that the same shall appear to public view, his christian name and surname, painted in black on a board with a white ground, each of such letters of such name to be at least two inches in length and of a breadth in proportion; and such board shall be and remain at such toll-gate during the whole of the time during which the person whose name shall be expressed thereon shall be on duty thereat; and if any such Collector shall not place such board and keep the same there during the time he shall be such Collector as aforesaid,—or shall demand and take a greater or less toll from any

person than he shall be authorized to do by virtue of this Part of these By-laws,—or shall demand or take a toll from any person or persons who shall be exempt from the payment thereof and claim such exemption,—or shall refuse to permit or suffer any person or persons to read, or shall in anywise hinder any person or persons from reading, the inscriptions on any board put up or kept hereunder,—or shall refuse to tell his christian name and surname to any person or persons who shall demand the same on being paid the said tolls or any of them,—or shall in answer to such demand give a false name or names,—or shall refuse or when required omit to give the person paying the toll a ticket denoting the payment thereof, and naming and specifying the toll-gate at which the same has been delivered, or upon the legal toll being paid or tendered shall unnecessarily detain or wilfully obstruct, hinder, or prevent any passenger from passing through or by such toll-gate,—or shall make use of any scurrilous or abusive language to any passenger,—every such Collector shall on conviction forfeit and pay for every such offence a penalty not exceeding five pounds.

11. Every such Collector of tolls shall keep and render such accounts of all his receipts for such tolls as the Council or the Finance Committee thereof may from time to time direct or require, and shall pay over all such receipts at such times and to such officer of the Council as the said Council may from time to time direct.

SCHEDULE A.

North Willoughby Gate, within the boundary of the Municipality, on the Lane Cove Road.

SCHEDULE B.

SCALE OF TOLLS.

	s.	d.
For every sheep, lamb, pig, or goat, the sum of	0	0 1/2
For every ox or head of neat cattle	0	1
For every horse, mare, gelding, ass, or mule	0	2
For every cart, dray, or other such vehicle with two wheels, drawn by—		
One horse or other animal	0	3
Two horses or other animals	0	4
Three horses or other animals	0	5
Four horses or other animals	0	6
For every horse or other animal above four, drawing a cart, dray, or other such vehicle with two wheels ...	0	1
For every wain, waggon, or other such carriage with four wheels, drawn by—		
Two horses or other animals	0	8
Three horses or other animals	0	9
Four horses or other animals	0	10
And for every horse or other animal above four drawing a waggon or other such carriage with four wheels	0	2
For every gig, chaise, or other such carriage with two wheels, and drawn by—		
One horse or other animal	0	6
Two horses or other animals	0	9
For every coach, chariot, or other such carriage with four wheels, and drawn by—		
One horse or other animal	0	9
Two horses or other animals	1	0
Three horses or other animals	1	3
Four or more horses or other animals	1	6

1870-71.

NEW SOUTH WALES.

MUNICIPALITIES.

(BOROUGH OF EAST MAITLAND—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict. No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 12th June, 1871.

BOROUGH OF EAST MAITLAND.

THE following By-laws made by the Municipal Council of East Maitland, for regulating their own proceedings, for the collection of rates, for the prevention and extinguishing of fires, for the care and management of the public roads and streets, for the suppression of nuisances and houses of ill fame, and for the general good rule and government of the Borough, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the Municipalities Act of 1867.

JOHN ROBERTSON.

BOROUGH OF EAST MAITLAND.

BY-LAWS to regulate the proceedings of the Borough Council of East Maitland, the collection of rates, the prevention and extinguishing of fires, the care and management of the public roads and streets, the suppression of nuisances and houses of ill fame, and for the general good rule and government of the Borough.

BY-LAWS OF THE BOROUGH OF EAST MAITLAND.

Preamble.

Whereas it is expedient that provision should be made for regulating the proceedings of the Borough Council of East Maitland, &c., &c.,—and, in accordance with a resolution adopted by the said Borough, on the 8th day of May, A.D. 1871, and in virtue of the power and authority vested in them in that behalf, that the following By-laws do now take effect,—they are hereby established for the purposes aforesaid.

Standing Orders of the Borough Council of East Maitland.

1. The Chairman shall preserve order, and his decision on disputed points of order shall be final.
2. When the Chairman is required or called upon to decide a point of order or practice, he is to state the rule, custom, or precedent applicable to the case, without argument or comment.
3. The Mayor or Chairman for the time being may take part in all the proceedings of the Council.
4. The Mayor or Chairman shall put all questions to the meeting, and declare the sense of the Council thereon.
5. The Mayor or Chairman for the time being, in case of an equality of votes upon any division, shall give a casting vote in addition to his vote as Alderman.
6. If two or more members rise to speak at the same time, the Mayor or Chairman shall decide which member is entitled to pre-audience.
7. The Chairman may, without waiting for the interposition of any member of the Council, call to order any member of the

Council proceeding to speak a second time on the same question, except in explanation, and without introducing any new matter.

8. The Council shall vote by show of hands; but any Alderman may call for a division on any question.

9. The Chairman shall, on every motion made and seconded, put the question first in the affirmative and then in the negative; and he may do so as often as may be necessary to enable him to form and declare his opinion, from the show of hands, as to the majority.

10. In special cases, such as the accepting of tenders, the appointment of Committees or any officers, the Council may, if they deem it expedient, have recourse to the ballot (which may be done on motion without notice), and cause the names of the tenderers or candidates to be written on slips of paper, of which one shall be handed to each Alderman. Having struck out the names of all but those for whom he votes, each Alderman shall fold his paper and hand it to the Chairman. The ballot papers having been first mixed, so as to prevent identification, shall then be examined by the Chairman, in the presence of the Aldermen, and the result ascertained and recorded.

11. Every member shall stand when speaking, and address the Chair.

12. Except in Committee, no member shall speak more than twice on the same question, unless in explanation when he has been misrepresented or misunderstood: Provided however, that the mover be allowed to reply, and that every member shall be entitled to speak once on every amendment as well as on the original motion.

13. No Alderman, when discussing any matter, shall be interrupted, unless by a call to order, when he shall sit down. The Alderman calling to order shall then be heard, and the question of order decided before the debate or any other business is resumed.

14. No Alderman shall digress from the subject under discussion, nor make personal reflections on members, nor impute motives; and all personal reflections shall be considered highly disorderly; and any member so offending shall be required by the Mayor or Chairman to withdraw the expression, and to make a satisfactory apology to the Council.

15. All divisions of the Council shall be entered in the minutes of the proceedings.

16. Any member may require the question or matter under consideration or discussion to be read for his information, at any time during the debate, but not so as to interrupt any other member while speaking.

17. The order of the day shall include all business of which due notice has been given, and all matters arising out of former meetings of the Council.

18. Any motion entered on the notice paper, and the Alderman who has given notice of the same being absent and no Alderman having been deputed to bring it forward, such motion, when business is called in order, shall be permitted to lapse.

19. A debate may be adjourned to a later hour of the same day, or to another day specified, and the member moving the adjournment shall be entitled to pre-audience on the resumption of the same.

20. If the Mayor be not present within half an hour after the time appointed for the meeting of the Council, any Alderman may be elected Chairman for that particular meeting.

21. After the reading and confirming of previous minutes, the presentation of reports and petitions, the reading of correspondence, and the reception of notices of motion, motions of which due notice has been given shall take precedence of all other business of the day.

22. Any number of amendments may be proposed on a motion before the Council. And when more than one amendment is moved and seconded, the question shall first be put on the last amendment, and then on the next to the last, and so on in the reverse order in which they are moved, except when such motion or amendment shall relate to the fixing of salaries, rates, or other matters of finance, in which case the lowest sum shall be put first, then the next to the lowest, and so on to the highest.

23. Any motion for adjournment, if seconded, shall be put from the Chair; but if such motion be negatived, it shall not be competent for any member to make a similar motion until half an hour at least shall have elapsed from the moving the one that has been negatived.

24. No notice shall be taken by the Chairman of any motion unless it is seconded.

25. All notices of motion shall be dated, signed, and given to the Town Clerk, and shall be considered the property of the Council, and shall not be withdrawn without leave of the Council.

26. No motion the effect of which if carried would be to rescind any motion which has already passed the Council, shall be entertained for a period of three months from the date of such resolution (excepting matters connected with the public works), unless a Call of the whole Council has been duly made for that purpose; and no motion for rescinding any resolution of the Council which has been negatived, shall be again put for three months from the time it has been so negatived.

Petitions.

27. On the presentation of a petition, no debate shall take place until notice has been given in the usual manner; and the only question that can be entertained by the Council on the day of its presentation shall be that the Petition be received, or that it be referred to a Committee.

28. It shall be incumbent on any member presenting a petition to acquaint himself with the language thereof, and to report to the Council that he considers it unobjectionable.

29. That all petitions be received only as the petitions of the parties signing the same.

Committees.

30. Besides such Special Committees as may from time to time be found necessary, there shall be three Standing Committees, namely, a Finance Committee, an Improvement Committee, and a Committee for General Purposes.

31. No Standing Committee of the Council shall consist of less than three members or more than five, three of whom shall form a quorum. The Mayor shall be ex officio a member of all Committees.

32. In the absence of the Mayor, the Chairman of every Committee shall be the convener thereof, and may direct the Town Clerk to call meetings whenever he shall think it expedient.

33. The appointment of Special Committees shall continue until the specific duty for which they are appointed shall have been discharged, provided that such Committee may at any time be dissolved by a vote of the Council.

34. The orders of the Council shall be observed in Committees of the Whole Council, except the order limiting the number of times of speaking.

35. Every report of a Committee shall be signed by the Chairman thereof.

36. The Finance Committee, in addition to the duty of examining all accounts, shall deliberate and report upon all questions affecting the finances of the Municipality which may be committed to it by a resolution of the Council. It shall be the duty of this Committee to watch generally over the financial affairs and administration of the Municipality; and it shall have the right of calling the attention of the Council by a report to any matters connected with such administration which may seem to require such attention.

37. The Improvement Committee shall have the general inspection of all public works in progress throughout the Municipality, and shall have the right of calling the attention of the Council by report to any matters connected with such works, or with the state of any public thoroughfare which may require such attention; it shall also consider and report upon any questions of an analogous nature to those which may be referred to it by a resolution of the Council.

38. Every Committee shall have a right to take evidence upon any question or questions of fact referred to it by a resolution. A minute of the evidence thus taken or of its substance must however in all cases of this character be appended to the Committee's report.

39. The Standing Committees shall be appointed within thirty days after the commencement of each municipal year.

40. Any member moving for a Special Committee may propose certain Aldermen as members of the same; but if demanded, the selection of the Committee shall be made by ballot.

41. Every member proposing the appointment of a Select Committee, and naming its proposed members, must name himself as one of them.

Miscellaneous Regulations.

42. In cases where security is required by the Municipalities Act of 1867, the sureties offered shall be approved by the Council; and it shall not be competent for them to accept as sureties any of its members, or any person holding office under the Council; and in all cases in which security for the due and faithful performance of any duty for contract is required, the expenses of preparing the bond for such security shall be borne by the Council.

43. No work affecting the funds of the Corporation shall be undertaken until the probable expense be first ascertained by the Council; and all accounts to be paid by the Council shall be examined by the Finance Committee and reported on by them before any warrant shall be issued for the payment thereof: Provided always that in cases of emergency, the Mayor with the assent of any two Aldermen may authorize the expenditure of any sum not exceeding ten pounds, and such expenditure shall be reported to the Council at its next sitting.

44. The Treasurer's accounts and the bank-book of the Council, shall be laid before the Council at the first meeting of each quarter, or oftener if required by the Council.

45. No officer appointed by the Council shall be at liberty to show, lay open, or expose any of the books, papers, or records of the Council to any person not a member of the Council, without leave from such Council, except as otherwise provided by law.

46. No By-laws shall be decided on without due notice, as in case of motions.

47. Any member may record his protest against any decision of the Council, provided the same be made in writing before the next meeting of the Council, and couched in respectful language, and be consistent with truth. Notice of such intention must however be given on the adoption of the resolution.

48. No election to any paid office at the disposal of the Council shall take place until seven days' notice be given in a local newspaper inviting applications for the same.

49. The Town Clerk shall have charge of the common seal of the Corporation, and shall be responsible for the safe custody and proper use of the same, each impression thereof being duly verified by the signature of that officer; and he shall not affix the seal to any corporate documents without the express order of the Council, nor unless such document have the signature of the Mayor.

50. Any one or more of the standing orders of the Council may be suspended *pro tempore* in cases of emergency, provided that the majority of the members present deem it necessary.

Collection of rates.

51. The rates shall be levied and collected yearly, and shall be held to be due and payable on and after such day as the Council shall by resolution appoint from time to time.

52. All persons liable to pay any rates or assessments shall pay the amount, within the time prescribed by the Act, into the office of the Council Clerk during office hours.

53. It shall be the duty of the Town Clerk to furnish the Council with a list of names of all persons whose rates are unpaid at the expiration of the notice thereof given pursuant to the Municipalities Act of 1867.

The Bailiff and his duties.

54. The Bailiff shall be appointed by a resolution of the Council, and may at any time be removed in a similar way.

55. The Bailiff shall find two sureties to the satisfaction of the Mayor, to the extent of fifty pounds each, for the faithful performance of his duty.

56. The Bailiff shall make all levies and distresses for the recovery of rates under warrant, in the form of the Schedule hereto annexed and marked with the letter A, under the hand of the Mayor or any Alderman who may for the time being be duly authorized to perform the duties of that office.

57. At the time of making a distress, the Bailiff shall forthwith make out a written inventory, in the form or to the effect of the Schedule annexed hereto and marked with the letter B, which inventory shall be delivered to the occupant of the land or premises or the owner of the goods so distrained, or to some person on his or her behalf resident at the place where the distress has been made; and in case there shall be no person at such place with whom such inventory can be left as aforesaid, then such inventory shall be posted on some conspicuous part of the land or premises on which the distress has been made, and the Bailiff shall give a copy of the inventory to the ratepayer on demand at any time within one month after the making of such distress.

58. It shall be lawful for the Bailiff and such assistants as he may take with him, to enter into any part of the land, building, tenement, or other property in respect of which a warrant has been issued for the recovery of any rate or rates as aforesaid, and to distrain the goods therein or thereon, and to remain in such building, tenement, or other property in charge thereof; and if the sum for which such distress shall have been made or taken shall not be paid on or before the expiration of five days, it shall be lawful for such Bailiff to sell the goods so distrained, or a sufficient portion thereof, by public auction, either on the premises or at such other place within the Municipality as the said Bailiff may think proper to remove them to for such purpose; and the surplus, if any, that may remain after deducting the amount of the sum distrained for, together with the expenses attendant upon such distress, shall be paid over on demand to the owner of the goods so sold: Provided always that nothing herein contained as to the time of sale, shall apply to any corn, grass, hops, roots, fruits, pulse, or other product whatever which may be growing at the time of the same being seized as a distress.

59. The Bailiff in making a distress as aforesaid, may impound or otherwise secure the distress so made, of what nature or kind soever it may be, in such places or in such part of the land or premises chargeable with the rate as shall be most fit and convenient for this purpose; and it shall be lawful for any person whatsoever, after the expiration of the five days hereinbefore mentioned, to come and go to and from such place or part of the said land or premises where any distress shall be impounded and secured as aforesaid, in order to view and buy, and in order to carry off and remove the same on account of the purchaser thereof.

60. The owner of any goods so distrained upon, may at his or her option direct and specify the order in which they shall be successively sold; and the said goods and chattels shall in such case be put up for sale according to such direction.

61. The Bailiff shall hand over to the Council Clerk all proceeds of such distresses within forty-eight hours after having received the same.

62. The Bailiff, with the sanction of the Mayor of the Borough, may authorize any person to act temporarily as his deputy; and the person thus authorized shall have and exercise for the time being all the powers of the Bailiff himself, but the Bailiff and his sureties shall in every case be held responsible for the acts of such deputy.

63. The Bailiff shall be paid for every levy made under these By-laws according to the Schedule hereunto annexed marked C.

Preventing and extinguishing fires.

1. No householdor shall place or knowingly permit to be placed in any house, yard, workshop, out-offices, or other premises, fire, powder, or combustible materials of any kind, in such a manner as to endanger contiguous buildings.

2. It shall be lawful for the Mayor, upon the representation of one or more householders that fire is being used to the danger of contiguous buildings, to cause a notice in writing to be served upon or left at the residence of the owner or occupier of the premises on which any such fire may exist, and direct (if the urgency of the case should require it) that the said fire shall be removed at once or within any reasonable time afterwards which he might deem expedient.

3. Any such householdor, however, shall have the right to show cause (except in what may as already related be considered urgent cases) why the said or any such fire should not be removed, and the opinion of a majority of the Council in such cases shall be final.

4. In every case in which it shall be made to appear to the satisfaction of any two Justices of the Peace that the chimney of any house or building within the limits of the Municipality has taken fire, from the occupier of any such house or building having omitted to cause such chimney to be regularly and sufficiently swept and cleaned, or from any other neglect of such occupier or of his or her servant or servants, such occupier

shall, on conviction before any such Justice of the Peace, forfeit and pay for every such offence any sum not exceeding forty shillings, to be recovered by distress and sale of the offender's goods and chattels. And in every such case the proof that any such chimney did not take fire through the neglect of such occupier in not having the same regularly and sufficiently swept or cleaned shall be upon such occupier.

Care and management of the public roads and streets and public thoroughfares of the Borough.

1. All roads and public thoroughfares, streets, and lanes within the Municipality which have been or hereafter may be duly proclaimed or marked out or in actual public use as such, shall be from henceforth under the charge and care of the Borough Council.

2. The Surveyor of the Municipality duly appointed by the Council thereof or any person acting for him, shall be the proper person for marking out, when necessary, any roads, streets, or thoroughfares in actual public use as such within the Borough. In marking out such roads, streets, or thoroughfares, recourse shall be had when practicable to the plans under which lands with frontage to the road, street, or thoroughfare in question shall have been sold; and it shall be the duty of the Surveyor or any person acting for him to place posts at the corners or intersections of any roads, streets, lanes, or thoroughfares, wherever the same may be considered necessary or desirable by the Municipal Council, so as to give a width of forty-two feet at least for the carriage-way, and twelve feet at least for the footway, on each side, when the street shall be sixty-six feet wide, and in proportion, and in the discretion of the said Surveyor or person acting for him, in any public roads, streets, lanes, or thoroughfares of other width than sixty-six feet.

3. Whenever any road, street, or lane has been marked out in the manner herein provided, no house, shop, fence, or other structure shall be erected or allowed to project or encroach on any part thereof.

4. Whenever any footways shall have been marked out, the Surveyor or person acting for him may with the sanction of the Council cause the same to be levelled and made as nearly as practicable of equal height and breadth, and with an equal slope and inclination; and for this purpose may remove any flagging, steps, or other matter or thing that may injure or obstruct the said footway, or render it unequal or inconvenient, and which now is or may hereafter be erected or placed on the space marked out for any of the said footways.

5. The Surveyor may at any time, or the person acting as such on the order of the Council, and upon due notice of ten days, direct the removal of any building, fence, or other obstruction or encroachment which shall be made in and upon any road, street, lane, or thoroughfare, under the charge of the Council. Notice shall in this case be served either personally or at the usual or last known place of abode of the person to whom such obstruction or encroaching structure belongs, or who has erected the same or caused it to be erected, or who may be in charge of the same.

6. In any case where after the service of notice for the removal of any obstruction or encroachment as aforesaid, the person causing the same shall not remove it within a reasonable time, it shall be lawful for the Council to direct the removal of the same under the superintendence of its own proper officer, and at the cost of the owner or of the person thus offending, or of the person who may be in charge thereof: Provided that the expenses thereby incurred shall in no case exceed the sum of fifty pounds, to be recovered summarily in manner provided for the recovery of penalties under these By-laws.

7. In case when the obstruction or encroachment cannot be removed unless at a greater cost than fifty pounds, it shall be open to the Council either to direct such removal and to pay all costs thereof above fifty pounds from the municipal funds, or to proceed by action of trespass against the person causing such obstruction or encroachment, or who may be in charge thereof.

8. The foregoing provisions shall be equally applicable to all obstructions by digging or excavation.

9. The Surveyor or person acting for him may at any time, by order of the Council, cause the traffic of any street, lane, or thoroughfare, or any portion thereof, to be stopped for the purpose of repairing the same, or for any necessary purpose; and any person or persons offending against this By-law, either by travelling on, or by removing or destroying any obstruction that may be placed thereon for the purpose of suspending the traffic, shall forfeit and pay a penalty of any sum not exceeding fifty pounds for every such offence.

10. No person shall be allowed to obstruct any pathway, road, street, or public thoroughfare within the Municipality, by building-materials, drays, carts, goods, merchandise, or anything whatsoever calculated to obstruct or hinder free passage, without the sanction of the Mayor in writing; and no person shall be allowed to leave waterholes or excavations for cellars or other purposes unfenced, or in such a manner as to be dangerous to passers by, under a penalty not exceeding forty shillings. And at all places where buildings are being carried on, or where any obstruction to the danger of passers by exists, the person causing such obstruction shall be required to provide lights on either side, and keep the same lighted from sunset to sunrise.

Trespass and removal of nuisances, &c.

1. Any person who shall cast any filth, rubbish, or any dead animal, or any animal with intent of drowning, into any public watercourse, sewer, waterhole, river, creek, or canal,—or who shall suffer filth of any kind to flow from his or her premises into any such watercourse, sewer, waterhole, river, creek, or canal, or who shall permit or suffer any slops, suds, or filth to flow from his or her premises over any of the footways or streets of the Municipality,—or shall permit, or cause, by means of pipes, shoots, channels, or other contrivances, filth of any kind whatsoever to flow into any public watercourse, sewer, waterhole, river, creek, or canal,—or obstruct or divert from its channel any such sewer or watercourse,—shall forfeit any sum not exceeding five pounds, and shall pay the cost of removing such filth or obstruction, or of restoring such sewer, river, or watercourse to its proper channel; such penalty and costs of removal to be recovered summarily in the manner provided for the recovery of penalties under these By-laws.

2. No person shall form, dig, or open any drain or sewer in any public road, street, lane, or thoroughfare, or shall cut up the surface of any such road, street, lane, or thoroughfare, upon any pretence whatever, without leave in writing from the Mayor.

3. No person shall be allowed to throw rubbish, sweepings, or deposits of any kind whatsoever on the streets, pathways, or gutters of the Borough.

4. No driver, cart, or other person, shall wilfully or negligently do or suffer, or cause to be done, any damage or injury to the kerbstones, gutters, or pathways of any street or roadway; and no person shall be at liberty to drive a wheeled vehicle of any kind, or ride or drive, lead or stand, or permit to stand, any horse or horses or other animals on the pathways within the Borough.

5. Any person who shall form, dig, or open any drain or sewer on any part of the roads, streets, or thoroughfares of the Borough,—or who from the banks of any of the creeks or rivers which bound the Borough, over which the Council may have control, shall remove or cause to be removed, any turf, loam, clay, sand, soil, gravel, stone, or other material, without leave in writing first had and obtained from the Council,—or who shall break up or otherwise damage any part of the said roads, streets, or thoroughfares,—shall on conviction before any two Justices of the Peace forfeit and pay for every such offence any sum not less than ten shillings nor more than five pounds.

6. Any person who shall damage any public building, wall, parapet, bridge, road, street, sewer, watercourse, sluice, pump, fountain, cock, water-pipe, shoot, embankment, or other public property in the possession of the Council, shall pay the costs of repairing the same; such costs to be recovered summarily in the manner provided for the recovery of penalties under these By-laws; and if the same be wilfully done, shall, on conviction before any one or more Justices of the Peace, forfeit and pay a sum not less than five shillings and not exceeding ten pounds.

Throwing filth on carriage or foot ways.—Driving carriages or barrows on pavement, &c.

7. If any person shall, in any street or road, throw, cast, or lay, or shall cause, permit, or suffer to be thrown, cast, or laid, or to remain, any ashes, rubbish, offal, dung, soil, dead animal, blood, or other filth or annoyance, or any matter or thing, in or upon the carriageway or footway of any such street or road,—or shall kill, slaughter, dress, scald, or cut up any beast, swine, calf, sheep, lamb, or other cattle in or so near to any of the said streets or roads as that any blood or filth shall run or flow upon or over, or be on any such carriage or foot way,—or shall run, roll, drive, draw, place, or cause, permit, or suffer to be run, rolled, driven, drawn, or placed, upon any of the footways of any street or road, any waggon, cart, dray, sledge, or other carriage, or any wheelbarrow, or any truck or cask,—or shall wilfully lead, stand, drive, or ride any horse or other beast upon any of the footways aforesaid,—every person so offending, upon conviction before any Justice of the Peace, or upon the view of any such Justice, shall forfeit and pay a sum not exceeding forty shillings nor less than five shillings for every such offence.

Awnings.

1. Nothing in these By-laws contained shall be deemed to prevent any person from placing an awning in front of his or her shop or house: Provided however that such awning be not less than eight feet above the height of the footway in front of such house or shop, and that the posts be placed into the kerbstone, at the outer edge of such footway.

Suppression of nuisances and houses of ill fame.

1. No householder or resident shall be permitted, under a penalty of any sum not exceeding ten pounds, to allow his or her premises, yards, closets, or drains to be offensive or a nuisance to the neighbouring householders or residents.

2. No noisome or offensive trade shall be permitted, under a penalty of any sum not exceeding ten pounds, to be carried on in any premises to the inconvenience or annoyance of the residents of neighbouring or adjoining houses or premises.

3. Upon representation by any respectable householder that the house, premises, yards, closets, or drains of the neighbouring or adjoining premises are a nuisance or offensive, the Inspector of Nuisances, or any other person appointed by the Council, shall make an inspection of the premises complained of; and the officer of the Council shall have full power, without any other authority than this By-law, to go upon such premises for the aforesaid purpose; and if any such premises shall be found to be a nuisance, or otherwise offensive, notice in writing shall be given to the proprietor or resident of such premises that if, within seven days after the service of such notice, the nuisance shall not be removed, the proprietor, tenant, or occupant of the aforesaid premises shall, upon conviction before any two Justices of the Peace, be liable to any penalty not exceeding fifty pounds.

4. Upon representation by any respectable ratepayer that the house or neighbouring or adjoining premises is of ill fame, it shall be lawful for the Mayor and any Alderman to cause the residents of such house or premises to furnish to the Council a list of the names, age, sex, birth-place, and occupation of all the inmates of the said house or premises; and upon non-compliance with such request, or if upon consideration the Mayor and any Alderman consider the house to be one of ill fame, they shall, with the sanction of the Council, declare the same to be a nuisance; and the Mayor shall cause a notice in writing to be served upon such householders or residents to discontinue or abate the said nuisance within forty-eight hours after the receipt of such notice; otherwise they shall, upon conviction before any two Justices of the Peace, be liable to any penalty not exceeding fifty pounds, for every day or part of a day during which such nuisance shall remain unabated within the Municipality.

5. Any owner or occupier of any house or place who shall neglect to keep clean all private avenues, passages, yards, and ways within the said premises, so as by such neglect to cause a nuisance by offensive smell or otherwise, shall forfeit upon conviction and pay a sum not exceeding forty shillings nor less than ten shillings for every such offence.

Swine, horses, goats, &c., not suffered to wander about the streets.

1. It shall not be lawful for any person whatsoever to suffer any kind of swine, or any horse, ass, mule, sheep, or goat, or other cattle belonging to him or her, or under his or her charge, to stray or go about or to be tethered or depastured in any road, street, or public place; and any person who shall so offend shall on conviction forfeit and pay for every such offence a sum not exceeding forty shillings nor less than five shillings.

Hog-sties and nuisances not removed on complaint.

1. In case any privy, hog-sty, boiling-down, or any other matter or thing which shall at any time or times hereafter be in any place within the said Municipality, shall be or become a nuisance, it shall be lawful for the said Council, upon complaint thereof to them made by any of the inhabitants, and after due investigation of such complaint, by notice in writing to order that such privy, hog-sty, boiling-down, or other matter or thing, being a nuisance, shall be remedied and removed within seven days after such notice shall have been given to the owner or occupant of the said premises wherein such nuisance shall exist, or shall have been left for such owner or occupant at his or her last or usual place of abode or on the said premises; and every such owner or occupier neglecting to remedy or remove such nuisance pursuant to such notice and to the satisfaction of the Council shall on conviction forfeit and pay any sum not less than pound nor more than ten pounds for every such neglect or disobedience; and also it may be lawful for the said Council to indict or cause to be indicted for such nuisance such person so neglecting or disobeying any such notice, at the then next Court of General or Quarter Sessions to be held in or nearest to the said Municipality; and such person or persons being found guilty thereof, such nuisance or nuisances shall be removed, taken down and abated according to the law with regard to public or common nuisances.

Drawing and trailing timber, &c.

If any person shall haul or draw, or cause to be hauled or drawn, upon any part of the streets, roads, or public places, any timber, stone, or other thing, otherwise than upon wheeled carriages,—or shall suffer any timber, stone, or other thing which shall be carried principally or in part upon wheeled carriages to drag or trail upon any part of such streets or public places to the injury thereof, or to hang over any part of any such carriage, &c., so as to occupy or obstruct the street or road beyond the breadth of the said carriage,—every such person so offending shall upon conviction forfeit and pay for every such offence a sum not exceeding forty shillings over and above the damages occasioned thereby; and it shall be lawful for any constable to apprehend any person whom he shall find in the act of committing any such offence, and to convey such person before any Justice of the Peace to be dealt with according to law.

Cellars or openings beneath the surface of footways prohibited.

1. It shall not be lawful for any person to make any cellar, or any opening, door, or window, in or beneath the surface of the footway of any road, street, or public place; and if any person shall offend in the premises he shall forfeit and pay any sum not exceeding five pounds over and above the expenses of remedying or removing any such cellar, opening, door, or window, such expense to be assessed and allowed by the convicting Justice or Justices.

Wells to be covered over, &c.

1. Every person who shall have a well situated between his dwelling-house or the appurtenances thereof and any road, street, or footway within the limits of the said Borough, or at the side thereof, or in any yard or place open or exposed to such road, street, or footway, shall cause such well to be securely and permanently covered over; and if any person having such well as aforesaid shall fail to cover and secure the same within twenty-four hours after notice in writing shall have been given to him or her by any officer of the said Council, or shall have been left for such person at his or her usual or last-known place of abode or on the said premises, shall on conviction before any Justice of the Peace forfeit and pay the sum of two shillings and sixpence for every day that such well shall remain open or uncovered contrary to the provisions hereof.

Enclosures around scaffolding.

1. If any person shall dig or make, or cause to be dug or made, any hole, or leave or cause to be left any hole in or adjoining to any street, road, or public place, for the purpose of making any vault or vaults, or the foundation or foundations to any house or other building, or for any other purpose whatsoever, and shall not forthwith enclose the same in a good and sufficient manner,—or shall keep up or cause to be kept up and continued any such enclosure for any time which shall be longer than shall be reasonably required,—or shall not, when thereunto required by the said Council or its officer, well and sufficiently fence or enclose any such hole within twenty-four hours after he shall be required to do so by the said Council or officer, and in the manner and with such materials as they or he shall direct, and to their or his satisfaction, and shall not place a light upon the said enclosure, and keep the same constantly burning from sunset to sunrise during the continuance of such enclosure,—or shall fail to place or erect a fence, rail, or hoarding, around any scaffolding or ladder that may be required during the repairs or erection of any building (such fence, rail, or hoarding not to extend beyond the footway of any street),—or fail to keep during the existence of such fence, rail, or hoarding, a light burning from sunset to sunrise at each corner of the same,—then and in every such case the person so offending shall on conviction forfeit and pay for every such offence, and for every such refusal or neglect, any sum not being less than forty shillings nor exceeding five pounds.

Erections, &c., in front of public roads, streets, &c.

1. No person shall build, erect, put up, or remove, or cause to be built, erected, put up, or removed, any building, house, shop, warehouse, wall, or fence, fronting any public street, road, or thoroughfare, unless he shall have previously given seven days notice of his intention to commence such works to the Mayor or the Council Clerk of the Municipality; and any person so offending shall upon conviction before a Justice of the Peace pay for every such offence any sum not less than ten shillings nor more than forty shillings.

Slops, night-soil, &c., to be conveyed away only at certain hours, &c.

1. If any person or persons shall drive or cause to be driven any cart or other carriage with any night-soil or ammoniacal liquor therein through or in any of the streets or roads or public places within the said Borough, between the hours of five o'clock in the morning and ten o'clock at night,—or shall fill any cart or other carriage so as to turn over or cast any night-soil, ammoniacal liquor, slop, mire, or channel-dirt, or filth, in or upon any such streets or public places,—or shall deposit night-soil, ammoniacal liquor, or other offensive matter, nearer to any street, road, or dwelling-house than shall be directed by the said Council, or by the Inspector of Nuisances,—or shall remove night-soil or other offensive matter otherwise than in properly covered and watertight carts or other vehicles, or shall cause any vehicle used for this purpose to stand on any premises nearer to any road, street, or dwelling-house than shall be directed by the said Council or the said Inspector of Nuisances,—shall for every such offence forfeit and pay any sum not exceeding five pounds; and in case the person so offending shall not be known to the said Council or Inspector, then the owner of such cart or carriage in which such night-soil or other offensive matter shall be put or placed, and also the employer of the person so offending, shall be liable to and forfeit and pay such penalty as aforesaid.

Riding on drays, careless driving, &c.

If the driver of any waggon, wain, cart, or dray of any kind shall ride upon any such carriage in any street as aforesaid, not having some person on foot to guide the same (such carts as are drawn by one horse and driver, or guided with reins only

excepted),—or if the driver of any carriage whatsoever shall wilfully be at such a distance from such carriage or in such a situation whilst it shall be passing upon such street that he cannot have the direction and government of the horse or horses or cattle drawing the same,—or if the driver of any waggon, cart, dray, or coach, or other carriage whatsoever, meeting any other carriage, shall not keep his waggon, cart, dray, or coach, or other carriage on the left or near side of the road, street, or thoroughfare,—or if any person shall in any manner wilfully prevent any other person or persons from passing him or her or any carriage under his or her care upon such street, or by negligence or misbehaviour, prevent, hinder, or interrupt the free passage of any carriage or person in or upon the same,—every such driver or person so offending shall upon conviction forfeit and pay any sum not exceeding forty shillings.

Furious or careless driving, &c.

Any person who shall ride or drive through or upon any street or public place within the said Borough, so negligently, carelessly, or furiously that the safety of any other person shall or may be endangered, shall on conviction forfeit and pay a sum not exceeding ten pounds nor less than two pounds.

Leading animals on footpaths, &c.

Any person who shall lead, drive, or stand, or permit to stand or ride any horse or other animal upon any of the footways of any of the streets or roads of the Borough, shall upon conviction before any Justice of the Peace forfeit and pay any sum not exceeding forty shillings nor less than five shillings.

Affixing placards on walls, and chalking thereon.

It shall not be lawful for any person to paste or otherwise affix any placard or other paper upon any wall, house, or building by chalk or paint or in any other manner, unless with the consent of the owner thereof; and any person who shall be guilty of any such offence shall on conviction before any Justice of the Peace forfeit and pay the sum of ten shillings.

Open spaces and steps adjoining the footways to be enclosed under penalty.

Every owner or occupier of any house, building, premises, or land within the said Borough, having any entrance, area, garden, or other open space, or any vacant building lot, waterhole, or excavated space adjoining the footway of any street or public place in such Borough, shall protect and guard the same by good and sufficient rails, fences, or other enclosures, so as to prevent danger to persons passing and repassing; and every such owner or occupier of any such house, building, premises, or land having any steps adjoining the footway of any such street or public place, shall in like manner protect and guard the same by fences, rails, or other enclosures, so as to prevent the like danger to persons passing and repassing; and on failure thereof every such owner or occupier shall as often as he shall be convicted of such offence forfeit and pay any sum not being less than forty shillings nor more than five pounds.

Carrying carcases of newly slaughtered meat, &c.

Every person who shall carry or convey, or cause to be carried or conveyed in any street or public place, the carcass or any part of the carcass of any newly slaughtered animal, without a sufficient and proper cloth covering the same for concealment from public view, shall be liable on conviction to a penalty of any sum not exceeding two pounds for every such offence.

Rain not be carried on footways.

It shall not be lawful for any person whomsoever, to carry by means of pipes, gutters, or other contrivances, any rain-water from the roof of his or her premises or house, nor permit nor suffer any rain-water to drop from the roof of his or her premises or house, upon any part of the footways of any street or public place within the Borough; and any owner or occupier of any such house or premises who shall neglect or refuse to remedy or remove any such pipes, gutters, or contrivances when required to do so by any municipal officer, shall on conviction forfeit and pay the sum of five shillings, and a like sum for every day or part of a day that the same shall not be remedied or removed: Provided that the owner of any such house or premises may convey any such rain-water by means of pipes laid under the surface of any such footways into the gutters adjoining the same; and provided also, that all such pipes shall be laid down to the satisfaction of, and under the superintendence of, the Town Surveyor or any other person appointed by the Council.

Hours for cattle-driving.

Any person or persons who shall drive or cause to be driven through any part of the Borough, except between the hours of six o'clock in the afternoon and eight o'clock in the morning, any cattle intended for sale, slaughter, or shipment, with the exception of calves and foals under the age of one year and quiet milch cows and horses broken to draft and saddle, and cattle in teams, and working cattle, shall forfeit and pay, on conviction before one or more Justices of the Peace, any sum not exceeding twenty shillings for each and every head of cattle so driven.

Breaking horses, &c.

It shall not be lawful for any person or persons in any street or public place within the Municipality, to drive any carriage or carriages for the purpose of breaking, exercising, or trying horses, or to ride, drive, or lead any horse, mare, or gelding, for the purpose of airing, exercising, trying, breaking, showing, or exposing for sale any such horse, mare, or gelding, otherwise than by passing quietly through such streets or public places: Provided further that no person or persons shall be allowed within the said Borough to furiously or carelessly drive any horse, mare, or gelding to or from any public watering-place, creek, or river; and the person or persons in charge thereof—and who shall be *prima facie* presumed to be the owner of the said animal or animals, and shall be liable accordingly—and every person so offending, upon conviction before any Justice of the Peace, shall forfeit and pay for every such offence any sum not exceeding forty shillings nor less than five shillings.

Damaging trees, &c.

Any person who shall wilfully and without the authority of the Council, cut, break, bark, root up, or otherwise destroy or damage the whole or any part of any tree, sapling, shrub, or underwood growing in or upon any street or place under management of the Council, shall forfeit any sum not exceeding ten pounds nor less than one pound.

Any owner or occupier of land within the Municipality under cultivation, or which has been cleared and enclosed by fences, who shall permit or suffer to grow or remain on the said lands the weeds known as the "Bathurst burr," "Scotch thistle," or other noisome weeds, and who shall fail to extirpate, remove, or destroy the same within ten days after the receipt of a notice in writing, by post or otherwise, from the Council so to do, shall for every such offence forfeit and pay a sum not exceeding five pounds nor less than twenty shillings, to be recovered in a summary way before any two Justices in Petty Sessions.

SCHEDULE A.

Warrant of Distress.

I, _____, the Mayor of the Municipality of East Maitland, do hereby authorize you, _____, Bailiff of the said Borough, to distrain the goods and chattels

in the dwelling-house, or in and upon the land and premises of _____, situate at _____, for the sum of _____, being the amount of municipal rates due to the Borough, to the _____ day of _____, for the said dwelling-house, land, or premises, as the case may be; and to proceed thereon for the recovery of the said rates, according to law.—Dated this day of _____ 18 .

Mayor.

SCHEDULE B.

Inventory.

I have this day, in virtue of a warrant under the name of the Mayor of the Municipality of East Maitland, dated _____, distrained the following goods and chattels in the dwelling-house, or in and upon the land and premises of _____, situate at _____, within the Borough of East Maitland, for the sum of _____, being the amount of rates due to the said Municipality to the _____ day of _____, 18 .—Dated this day of _____, 18 .

Bailiff.

SCHEDULE C.

Fees to a Bailiff.

For making entry and inventory, five shillings; if in possession more than five hours, five shillings additional; and for every subsequent day whilst in possession, five shillings; and five per cent. on the net amount of sale.

Passed by the Council of the Borough of East Maitland, this eighth day of May, in the year of our Lord one thousand eight hundred and seventy-one.

ALEXANDER DODDS,
Mayor.

1870-71.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MUNICIPALITIES.

(RETURN SHOWING DETAILS OF AREAS, &c.)

Ordered by the Legislative Assembly to be Printed, 22 February, 1871.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New Wales, dated 14 October, 1870, That there be laid upon the Table of this House,—

“ A Return of the area in square miles of all Municipalities established
“ under any Law relating to Municipalities, showing the total area included
“ in Municipalities each year, the area of each Municipality, and the area
“ of the Police District and Electoral District, respectively, of which
“ any Municipality forms a part, as compared with the area of such district
“ included in any Municipality or Municipalities.”

(Mr. W. Forster.)

MUNICIPALITIES.

AREAS of Municipalities—(Return ordered 14 October, 1870.)

Name of Municipality.	Area of Municipality in Square Miles.	When Proclaimed.	Within Police District of	Area of Police District in Square Miles.	Area of Municipality compared with Police District.	Within Electoral District of	Area of Electoral District in Square Miles.	Area of Municipality compared with Electoral District.	Total Area included in Municipalities in each year in square miles.
Albury	27·7	4 June, 1859	Albury	4,918	177·54	The Hume	4,918	177·54	In 1859 367·466 1860 200·063 1861 7·828 1862 8·287 1863 6·212 1864 ·04 1865 17·915 1866 ·47 1867 5·58 1868 126·980 1869 1870 115·32 <hr/> Total Area 856·161 From 22 Feb., 1859, to 12 Nov., 1870.
Armidale	3·562	13 Nov., 1863	Armidale	7,130	2,001·6	New England	7,130	2,001·6	
Alexandria and Extension, 27 April, 1870.	1·475	27 Aug., 1868	Metropolitan	240	162·7	Canterbury	85	57·6	
Balmain	·900	21 Feb., 1860	Ditto	240	266·6	Glebe	1·09	1·21	
Bathurst	4·35	13 Nov., 1862	Bathurst	1,833	421	Canterbury	85	94·44	
Broughton and Bomaderry	33·71	24 Oct., 1868	Shoalhaven	1,081	32	Bathurst	4·35	Identical.	
*Camperdown	·687	13 Nov., 1862	Metropolitan	240	349	Shoalhaven	1,400	41·50	
Central Illawarra	131	19 Aug., 1859	Wollongong	220	1·68	Newtown	1·9	2·7	
Cudgegong	192	20 July, 1860	Mudgee	1,260	6·56	Illawarra	220	1·68	
Darlington	·04	11 Aug., 1864	Metropolitan	240	6,000	Mudgee	1,260	6·56	
Deniliquin	50	16 Dec., 1868	Deniliquin	6,392	127·8	Newtown	1·9	47·5	
East St. Leonards	·853	17 Aug., 1869	Metropolitan	240	281·32	The Murray	7,100	142	
Glebe	·726	1 Aug., 1859	Ditto	240	330	St. Leonards	117·8	138	
Goulburn	13	4 June, 1859	Goulburn	2,439	187·6	Glebe	1·55	2·13	
Grafton	4·8	19 July, 1859	Grafton	3,281	679·26	Goulburn	13	Identical.	
Forbes	50	29 April, 1870	Forbes	11,119	222·38	The Clarence	7,942	1,644·3	
Hunter's Hill	1·78	5 Jan., 1861	Parramatta	286	160·67	The Lachlan	9,367	385	
Kiama	122	11 Aug., 1859	Kiama	166	1·36	The Bogan	53,600	2,144	
Maitland East	7·315	10 Mar., 1862	Maitland	370	50·56	St. Leonards	117·8	66	
Do. Extension		24 Oct., 1868	Maitland			370	50·56	Kiama	166	1·36
Maitland West	15·5	13 Nov., 1863	Ditto	370	23·8	East Maitland	84	11·55	
Do. Extension		7 Aug., 1868	Ditto			370	23·8	West Maitland	2·66	Identical.
						The Hunter	245·34	19·16	

* Cook and Camperdown united 21 February, 1870.

Name of Municipality.	Area of Municipality in Square Miles.	When Proclaimed.	Within Police District of	Area of Police District in Square Miles.	Area of Municipality compared with Police District.	Within Electoral District of	Area of Electoral District in Square Miles.	Area of Municipality compared with Electoral District.	Total Area included in Municipalities in each year in square miles.
Marrickville	2.56	1 Nov., 1861	Metropolitan	240.	93.7	Canterbury	85.	33.2	
Morpeth	1.01	4 Dec., 1865	Maitland	370.	366.3	Morpeth	39.5	39.1	
Musclebrook	1.75	13 April, 1879	Musclebrook and Merton	1,119.	639.4	Upper Hunter	4,676.	2,672.	
Mudgee	1.	21 Feb., 1860	Mudgee	1,260.	1,260.	Mudgee	1,260.	1,260.	
Newcastle	1.66	7 June, 1859	Newcastle	238.	143.37	Newcastle	238.	143.	
Newtown .....	.695	12 Dec., 1862	Metropolitan	240.	346.	Newtown	7.7	11.	
Do. Extension.....		26 Aug., 1865				Canterbury	85.	122.	
North Illawarra	12.	24 Oct., 1868	Wollongong	220.	18.33	Illawarra	220.	18.33	
North Willoughby	16.66	25 Oct., 1865	Metropolitan	240.	14.4	St. Leonards.....	117.8	7.07	
Numba	12.5	24 Oct., 1868	Shoalhaven	1,081.	86.48	Shoalhaven	1,400.	112.	
Orange	1.	9 Jan., 1860	Orange	565.	565.	Orange	565.	565.	
Paddington .....	.63	17 April, 1860	Metropolitan	240.	380.9	Paddington	1.9	3.01	
Parramatta	2.60	27 Nov., 1861	Parramatta	286.	110.	Parramatta	2.60	Identical.	
Ryde	13.5	12 Nov., 1870	Ditto	286.	21.17	St. Leonards.....	117.8	8.70	
Redfern.....	.68	11 Aug., 1859	Metropolitan	240.	352.94	Paddington	1.9	2.8	
Shellharbour.....	46.	4 June, 1859	Kiama	166.	3.6	Kiama	166.	3.6	
*St. Leonards.....	5.25	31 May, 1867	Metropolitan	240.	45.7	St. Leonards.....	117.8	22.4	
Victoria (part of St. Leonards) ...	.33	31 May, 1867	Ditto	240.	727.	Ditto	117.8	357.	
† Waterloo (part of Redfern) 0.33	1.218	16 May, 1860	Ditto	240.	197.4	Paddington	1.9	1.64	
Do. Extension		0.888				19 Nov., 1861	Canterbury	85.	69.70
Wagga Wagga	50.	15 Mar., 1870	Wagga Wagga.....	7,007.	140.	The Murrumbidgee ...	17,900.	358.	
Waverley	3.07	13 June, 1859	Metropolitan	240.	78.17	Canterbury	85.	27.6	
Woollahra.....	3.68	17 April, 1860	Ditto	240.	65.2	Paddington	1.9	.52	
Wollongong	3.	22 Feb., 1859	Wollongong	220.	73.3	Canterbury	85.	23.	
Randwick	13.5	22 Feb., 1859	Metropolitan	240.	17.7	Illawarra	220.	73.3	
Singleton .....	.47	13 Jan., 1866	Patrick Plains	1,058.	2,251.	Canterbury	85.	6.3	
						Patrick's Plains	1,058.	22.51	

* Divided 20 January, 1871.

† Proclaimed 11 August, 1859.

Sydney: Thomas Richards, Government Printer.—1871.

[3d.]

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

BOROUGH OF NEWCASTLE SPECIAL AUDIT.

(DOCUMENT RELATIVE TO CLAIM OF AUDITORS ON ACCOUNT OF)

Ordered by the Legislative Assembly to be Printed, 29 September, 1870.

W. H. MACKENZIE, SENR., ESQ., to THE COLONIAL SECRETARY.

Sydney, 23 September, 1870.

MY DEAR SIR,

I enclose a very brief sketch of facts of our audit claim, which may save you reading over the documents again.

Yours truly,

W. H. MACKENZIE, SENR.

Facts relative to the Claim by the Auditors against the Newcastle Municipality.

Above fifty petitioners applied to the Government to appoint Auditors.

Two Auditors were appointed, and they communicated with the Mayor of Newcastle, who gave every assistance, and directed the Town Clerk to do so.

Dr. Brookes and Mr. Winship, as representatives from the petitioners, called twice upon the Auditors, first to ascertain at what period they intended to commence their audit; and second time, with a written programme, fixing the period from the beginning of the Municipality (nine years back), and to look into certain transactions. "This work necessitated the Auditors to make a cash-book, as the original book, kept by the Town Clerk, was not to be found." Also, making up the rate-books, which had not been properly prepared, occupied the length of time for which the Auditors charged. The charge was made daily, no Sundays included, nor time if absent in Sydney attending the Supreme Court.

The Treasurer returned the municipal account and claim for endowment, to September, 1868, being erroneous, and was corrected by the Auditors, and which could not have been done by anybody in Newcastle. The Corporation received between £500 and £600 by this from the Government, and after, large amount from the rate-payers, from Auditors' annual lists of unpaid, and the proportion from the Government.

It must be remembered, our work in Sydney was neglected whilst employed at Newcastle, and to get through the audit we worked frequently twelve and eighteen hours in the day.

I never slept out of Newcastle during the audit, except when in Sydney attending the Equity Court as a witness, and I did not go to the Races at Maitland or Newcastle, nor the Agricultural Show at Muswellbrook, although invited to attend.

W. H. MACKENZIE, SENR.

Sydney, 23 Sept., 1870.

1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

BOROUGH OF NEWCASTLE SPECIAL AUDIT BILL.
(PETITION—MUNICIPAL COUNCIL OF NEWCASTLE.)

Ordered by the Legislative Assembly to be Printed, 29 September, 1870.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of the Council of the Municipality of Newcastle,—

RESPECTFULLY SHOWETH :—

That your Petitioners have been informed that there is at the present time a Bill before your Honorable House to make provision for defraying the expenses of a Special Audit of the Accounts of the Borough of Newcastle, and to authorize the deduction of the amount thereof from the endowment of the said Borough.

That your Petitioners respectfully pray that the said Bill may not be passed into law, for the following reasons :—

1. That your Petitioners consider that they are in no respect liable for the payment of the expenses of the special audit of the accounts of the Borough, inasmuch as the special audit was not made in accordance with the provisions of the clause 136 of the Municipalities Act of 1867, so as to render your Petitioners liable for the expenses thereof, but on the contrary was required to be made by the Minister for the time-being.
2. That even supposing that the requirements of the Act *had* been properly complied with, and that your Petitioners could be considered liable for the expenses of the audit, the Auditors have their proper legal course open to them to enforce their claim, and the Government is not justified in proposing, by "*ex post facto*" legislation, to retain money legally due to your Petitioners, for the purpose of paying any demand made against them.
3. That your Petitioners have fulfilled every condition required by law to entitle them to receive the endowment from the Government, and that the action of the Government in withholding the endowment for the purpose contemplated by the Bill is calculated to compromise their independence, and is an improper interference with their rights and privileges.
4. That previous to the introduction of the said Bill into your Honorable House, your Petitioners had applied to His Excellency the Governor for authority to sue for the recovery of the endowment which has for so long been withheld by the Government, and that His Excellency has granted the authority prayed for.
5. That your Petitioners consider that the charge of £747 12s. made by the Auditors is most unreasonable and exorbitant; and that the portions of the Municipalities Act of 1867 which particularly refer to special audits, clearly never contemplated that, for the purposes of a special audit, two (2) accountants and a clerk should have each been employed for a period extending over *three months*.
6. That had the special audit been ordered in such a manner as to make your Petitioners liable for the expenses of the audit, care would then have been exercised by them that arrangements were made with the Auditors for their *reasonable* compensation, in the event of the audit extending over the one day alluded to in the Act.
7. That your Petitioners consider that, under any circumstances, before deciding to retain the endowment for the purpose of paying the claim made by the Auditors, the Government should have communicated with your Petitioners as to the reasonableness of the demand.
8. That your Petitioners submitted a full statement of the circumstances connected with the special audit for the opinion of counsel (Mr. Darley), and are advised that they are in no respect liable for the expenses incurred.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to refuse your assent to the said Bill; and your Petitioners, as in duty bound, will ever pray.

The Common Seal of the Municipality of Newcastle affixed this 27th day of September, 1870.

(L.S.)
WM. A. SPARKE,
Mayor.

JNO. BURROWES,
Town Clerk.

1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

MUNICIPAL AFFAIRS, NEWCASTLE.

(CORRESPONDENCE IN REFERENCE TO.)

Ordered by the Legislative Assembly to be Printed, 28 October, 1870.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 4th October, 1870, That there be laid upon the Table of this House,—

- “(1.) A copy of any Correspondence that may have passed between Mr. Brookes, as the Mayor of Newcastle, and the Colonial Secretary, in the year 1867, having reference to the management of Municipal affairs in that Borough.
- “(2.) A copy of any Memorial that may have been presented to the Colonial Secretary from certain burgesses of the Borough of Newcastle, praying for an inquiry by special Auditors into the Municipal Accounts of the said Borough, under the provisions of the 184th clause of the Municipalities Act of 1867.
- “(3.) A copy of all Correspondence that may have passed between the Colonial Secretary and the special Auditors relative to their appointment, and during the progress of the inquiry, together with any report furnished by the said special Auditors to the Colonial Secretary, having reference thereto.”

(Mr. Brookes.)

SCHEDULE.

NO.	PAGE.
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2. Do. do. 18 November, 1867	11

NOTE.—The other papers asked for have already been laid before the Legislative Assembly and printed (5 February, 1869) as a Return to an Order made by the House on motion of Mr. Haunell, on 10th December, 1868.

MUNICIPAL AFFAIRS, NEWCASTLE.

No. 1.

THE MAYOR OF NEWCASTLE to THE COLONIAL SECRETARY.

18 November, 1870.

SIR,

Adverting to the personal interview I recently had with you, relating to municipal affairs in the Municipality of Newcastle, and in compliance with your request I have the honor to furnish for your information a succinct statement of the case, and also the nature of the grounds upon which I felt it to be my duty as Mayor of the Municipality of Newcastle to suspend the Town Clerk, together with an account of the action taken thereon by certain Aldermen, my colleagues in Council, and generally as to the previous and present state of affairs in reference thereto.

Municipal
Election for 1867.

A brief narrative of the events that have transpired during the current municipal year may perhaps contribute to the better elucidation of the whole subject, and with that view I may be permitted to state that in February last my predecessor in office died on the last day of his mayoralty. In consequence of his death the Council appointed Alderman Hannell, Returning Officer *pro tem.*, to conduct the annual municipal elections for the current year. On the day of nomination, of which the usual notice had been given, the now suspended Town Clerk and the *pro tem.* Returning Officer proceeded to receive the nomination of candidates. At that time it should be stated there was an all but universal disgust felt by the inhabitants in respect to municipal affairs, as may be inferred from the fact that on the day in question there was a kind of tacit determination not to make any nominations of candidates for the current year; and notwithstanding that the Returning Officer repeatedly called upon the parties assembled in the Court House to nominate, for some time no nominations were made. At length a ratepayer put in nomination Mr. J. D. Delaney as a candidate for the City Ward,—whereupon the Returning Officer declared that inasmuch as the name of Mr. Delaney did not appear on the Parliamentary Electoral Roll he could not receive the nomination; the ratepayers present still refused to make any more nominations for the other wards, and the Returning Officer then declared he had no other alternative than to declare the meeting adjourned in accordance with the 43rd clause of the statute, and it was so adjourned accordingly.

Delaney's nomi-
nation.Mistake in
Electoral Roll
discovered.

Almost immediately after the adjournment, Mr. Alderman Holt, one of the retiring Aldermen, discovered that the Electoral Roll, upon which the Returning Officer had rejected Mr. Delaney's nomination, was an illegal roll, inasmuch as it was the roll for 1865 instead of the roll for 1866, upon the latter of which the name of Mr. Delaney was found, so that his nomination and election were consequently to all intents and purposes good. Great excitement followed this discovery, and the generally prevailing opinion was, that this result had been brought about by unfair means. During the interval of adjournment a public meeting of the inhabitants was called, to which I was invited, but I declined the invitation, although my name had been advertised to attend. At that meeting Aldermen Way, Adam, ex-Alderman Rogers, and others, denounced in no measured terms the conduct of the Town Clerk and the Acting Returning Officer in this matter. To avoid being put in nomination, as I knew was intended, I avoided paying my rates until such time as the election for Aldermen should be over, and I therefore absented myself from the nomination and all meetings in connection with the election. Many of the respectable inhabitants however reproached me for my apparent indifference to these proceedings, and ultimately induced me to be present at the adjourned meeting for the nomination and election. In compliance with their solicitations I went on the day in question with a view as desired of demanding justice to Mr. Delaney,—the cause of one being the cause of all in a corporate sense. Before I could be allowed to address myself to the subject my rates must be paid, so handing the amount to the Town Clerk I proceeded at the same time, requesting the ratepayers not to take advantage of my position by putting me in nomination. Ultimately, in spite of my entreaties I was put in nomination for the three wards of the Municipality, and was returned for one in which I reside. Having been thus elected Alderman I was next elected Mayor, and from that period it has been one continuous encounter with a factious opposition bent upon rendering my year of office a nullity in so far as beneficial measures and reforms in municipal matters are concerned. It was well known that I had views of a comprehensive character with regard to many important matters that had been heretofore wholly or partially neglected, or rather that had been factiously opposed. Amongst many others were a public cemetery, for which there exists a pressing necessity both on account of the health of the city and the convenience of all the various sects; those in possession of burial-grounds refusing to allow their fellow sectarians the right of sepulture in those claimed exclusively by themselves. With regard to this cemetery question I have had selected 150 acres in a most eligible site, seven miles away from the city, abutting on the Great Northern Railway Line, and contemplated having a Bill before the Legislature this Session for the purpose of disposing of a previous site granted by the Crown with the proceeds of which to purchase the one in question, and in reference to which I have had some interviews with the Hon. the Minister for Lands, who can bear testimony to my desire and anxiety on this subject. The public reserves and their utilization was another object I had in view, but am frustrated by the unsatisfactory state of municipal affairs.

Public meeting.

Adjourned
meeting for
nomination.Election of
Mayor.Proposed muni-
cipal improve-
ments.

The sand-hills, which are a serious evil to the city and still more to the harbour, and with respect to which I have had several interviews with the Hon. the Minister for Works, with whom I had come to an understanding on the subject, but on the motion of Alderman Hannell, in Council, all I had done was negatived. There are many other topics, but especially that of lighting the city with gas, a subject to which for many years I have devoted attention both by my pen and otherwise. Having at length succeeded in the formation of a company, and the erection of the gas works which have been completed more than two months, the storekeepers of the city and the Government Offices are now supplied with gas, but the public lamps, dependent on the action of the Corporation, are not even erected, although they have been

lying

lying ready for that purpose the last three months. In November, 1866, a progress report of a select committee on this question was brought up, and some two months back the recommendations contained in this report were revived with a view to their immediate adoption, but on the motion of Alderman Hannell it still remains in abeyance, so that the contractor, Mr. A. K. Smith, of Melbourne, has returned home in disgust, the lamp-posts lying about the streets, the streets still in darkness, and all in consequence of this factious opposition.

As an incident arising out of the election proceedings, and indicative of the state of public feeling at the time, I may mention that soon after the election took place a Mr. Alexander Flood sent a letter to the *Newcastle Chronicle*, commenting upon the extraordinary blunder of the Town Clerk and Acting Returning Officer in the substitution of the electoral roll of 1865 for that of 1866, and in expressing himself to the effect that there had been "some trick" in the affair, for the purpose of disqualifying the candidate Mr. Delaney, he brought upon himself an action at law. The Acting Returning Officer commenced an action for libel against Mr. Flood, in consequence of which he has suffered three months' imprisonment in Maitland Gaol as a debtor, and has now to pay some £200 in the shape of damages and costs. Mr. Flood is one of the oldest and most respectable inhabitants in our community, and although upwards of seventy years of age has had to undergo at his advanced period of life such an indignity, and to suffer such loss arising out of municipal mismanagement.

Action against Flood for libel.

It will be seen, in the brief outline given above, that a state of things existed previous to my election that was anything but satisfactory, and in the subsequent portion of the epitome of proceedings it will be equally apparent that the same dog in the manger spirit has been manifested. The tactics of the obstruction party were to bring forward no business motions at the commencement of the year, so that this duty devolved chiefly upon myself in consequence of one Alderman being ill and since dead, and from the fact of two more being newly elected and not then sufficiently familiar with what was required. This unfortunately brought me more prominently forward in the discussion of questions than was desirable, or than would otherwise have been the case.

Unsatisfactory state of municipal affairs.

Obstruction to carrying on business of Council.

Another species of tactics was to leave me without a quorum, or to break up a quorum, as the case might be. Indeed, one of the present majority, Alderman Stokes, after his election in February last, attended only eight out of nineteen meetings of Council held up to the month of July. For a series of five meetings in succession no quorum was made, and from each of these Alderman Stokes was invariably absent. A public meeting of the ratepayers was then convened by requisition, at which a statement of the above facts was made from returns furnished by the Town Clerk from the records of the Council's proceedings. Since that time a more regular attendance has been secured, but to little purpose, so far as the interests of the Municipality are concerned, for the conduct pursued has been one of constant obstruction, only of another kind. When at length I commenced to issue distress warrants for the recovery of the very large amount of arrears of rates, £2,400, I had soon to believe that a system of circumvention was being carried on between certain parties and the Town Clerk, and to this I attribute the action at law in Horder's case, by which the Municipality has been damaged, and in no small degree by the false notice paper served by the Town Clerk, as will be seen by the particulars furnished. Indeed the spirit of insubordination manifested both by him and the City Surveyor places this surmise beyond a doubt. One or two instances will serve out of many that could be adduced to show the character and influence of the conduct of certain Aldermen, on the conduct of the paid servants of the Corporation generally. In one case, wherein the City Surveyor, Mr. Gardiner, had charged the Corporation with twenty-seven days' labour in the opening out the mouth of a sewer in Church-street, Alderman Winship, residing in that street, and having reason to believe that no such time had been expended in the work, as certified by the City Surveyor, and, with a view to investigate the matter, applied to Mr. Gardiner to show him the men's time-book which he kept, when he replied, "He would see Alderman Winship damned first." This offensive expression he repeated a second time, and still refused to show the book. When on a recent occasion I requested to be informed whether Mr. Gardiner would have certain plans of Sydney-street in readiness for me to lay the same before the Improvement Committee, he replied, "He should not; and did I think he would have his plans overhauled by a damned set of fellows who knew nothing about such things." On my remonstrating with him on such conduct, he said, "He did not care a damn for the whole Council, much less Alderman Winship, whom he understood had a party ready for his billet if he could once get him out, but he would not give him the chance; he would resign first." Such is only a sample, and no language can convey an adequate idea of the rowdy insolence indulged in, even by the salaried officers of the Corporation. Moreover, at the last but one of our disgraceful meetings, Mr. Kraner Walter, a merchant of this city, and one of its most peaceable inhabitants, as well as a man of great respectability, whilst expressing his disgust at the proceedings he had witnessed, Mr. Gardiner, in a fighting attitude, declared himself the friend of Mr. Burrowes, the suspended Town Clerk, and he would hear no one disparage his cause, &c., &c.

Public meeting convened.

Distress warrants issued.

Conduct of Town Clerk and City Surveyor.

I now proceed to render, as briefly as possible, a history of what has subsequently transpired at the Council's meetings.

On entering office in February, 1867, I had a return made out of all persons in arrear of rates, and this return showed defaulters to the extent of £2,400, besides and independently of the rate for the current year. Consequent on this return, and in accordance with the provisions of the 81st clause of the statute, I proceeded to issue warrants for their collection. Our by-laws, relating to the collection of rates and the duty of Town Clerk and Mayor, are as follows:—3. It shall be the duty of the Town Clerk, &c. 4. It shall be the duty of the Mayor, &c. On a warrant being issued, amongst others, against one Alfred Horder, after the following notice had been duly served upon him:—

Return of rates in arrear.

Horder's case.

"Second notice.—To Mr. Alfred Horder, as occupier of a house and premises situate in Pacific-street, in the City of Newcastle.

NOTICE is hereby given, that there is a rate on assessment due and payable on the house and premises now in your occupation, situate in Pacific-street, in the said City of Newcastle, the particulars of which are hereunto annexed. Such rate on assessment remaining a charge on the said premises will be recovered against you on and after the expiration of thirty days' notice from the date of this notice, as directed by the Municipal Act of 1858, unless the same be previously paid.

By order of his Worship the Mayor,

JOHN BURROWES,

Town Clerk."

The

The particulars referred to in the above notice as annexed, are as follows, supplied by the Town Clerk on a proper printed rate form:—"No. in Rate-book, 242. Town Clerk's Office, 23rd October, 1863. Person rated, Michael Dunn; house, Pacific-street; net value, £35 2s.; nature of the rate, Municipal; amount in the £, 1s.; amount of rate, £1 15s. 1d."

Horder v. Municipal Council.

Schroeder's case.

There was another arrear of rate included in the same warrant for same premises for the amount of 14s., making the sum total distrained for, £2 9s. 1d. The bailiff on proceeding to execute the warrant, referred Horder to myself in accordance with my express instructions whenever a party was desirous of obtaining an extension of time within which to pay the arrears. On Horder applying to me I offered him any reasonable time, but he declined to accept any terms of accommodation. I referred him to his landlord, to whom he went, and in reply to whose suggestion to pay the said arrears of rate out of rent then due, he refused, saying, "That is not my game; I want an action against the Corporation." The bailiff then put the warrant in execution and sold in the regular way. An action at law was immediately instituted by Horder, and on receipt of notice of action I reported it to the Council, who passed a resolution to the effect that the Mayor be authorized to submit the case to the City Solicitor, who should be empowered to defend the action if necessary. The cause came on for hearing before His Honor Judge M'Farland, at the Circuit Court, held in Maitland on the 16th September, when a verdict for £20 damages was granted for the plaintiff. In the course of this trial the counsel for the plaintiff (Mr. Rogers) put in the above notice of "particulars" supplied by the Town Clerk, and pointed out the fact that these particulars so supplied were incorrect, inasmuch as the 23rd October, 1863, appears on the face of the form, whereas the rate-book showed that the rate included in the warrant as having accrued in the name of one Michael Dunn, was entered as actually due on 26th September, 1862, so that the dates both of the month and year were wrong. The Town Clerk, when re-examined by Mr. Foster, counsel for the Corporation, stated in explanation that he must have gone to the butts in the rate forms for 1863 by mistake; but on reference to those butts of that date, the name of Michael Dunn nowhere appears. On examining the butts of 1862, where the name of Michael Dunn does appear as the party chargeable with the rate in question, the date and month are 26th September, and not 23rd October; consequently the particulars of this rate, upon which the warrant had been enforced, were entirely erroneous while purporting to be an exact and correct copy of the same, as required by law. On my return from Maitland, the day following 17th September, Alderman Chapman informed me that another action was likely to arise out of a similar error on the part of the Town Clerk, who had permitted a warrant to issue against one John Schroeder for an arrear of rate, respecting which a serious error had occurred. On proceeding to Schroeder to inquire into the nature of his case, I found that the bailiff had intimated to him that he had a warrant in his possession to put in execution against him; that Schroeder, on receiving that intimation, had at once proceeded to the Town Clerk's Office on or about the 9th September last, and producing certain receipts, requested the Town Clerk to rectify any error he might find to have been made. The Town Clerk requested him (Schroeder) to write an official letter to the Mayor, &c., that he could not rectify the matter; and at length informed him that he could not be bothered with him, &c. To this Schroeder replied, "If I were as ill-disposed as Horder I should have gone to Mr. Brown, my solicitor, and have commenced an action against the Corporation." The Town Clerk observed, "Well, you were a fool you did not do so, as you have a good cause of action," or words to that effect. On learning these facts, and the Town Clerk not having reported the case to me, although these interviews with Schroeder had occurred some ten days previously, I requested Schroeder to let me have his receipts, and I would investigate the case and prevent further annoyance and expense to him. I then learned from Schroeder, for the first time, that his receipts had passed from his hands to a third party, and from that party to one of the Aldermen, from whom they could not be procured until fifteen days thereafter, or thereabout, although the Alderman in question had been written to by Schroeder for their return. On obtaining Schroeder's receipts, and comparing them with the rate-books, I found that there had accrued an arrear of rate on the premises he now occupied for the year 1864, in the time of one Henry Thomas Brookes, amounting to the sum of £1 3s. 5d., and that the same premises had been subsequently occupied by one Pearce, prior to the purchase and subsequent occupancy of them by Schroeder. The warrant in this instance had been issued by the Town Clerk against the said John Schroeder without the required thirty days' notice for the rate in question, rendered imperative by the statute; and if it had been actually enforced would not only have subjected the Corporation to another action at law, but in all probability to a much heavier amount of damages than in Horder's case.

First suspension of Town Clerk.

Charges against him.

On these and other grounds of neglect I felt it to be my duty to suspend the Town Clerk on the 19th September last. The charges on which I so suspended him were, in brief, as under:—

- 1st. For issuing an illegal notice in Horder's case, on which a warrant was put in execution.
- 2nd. For issuing warrant in Schroeder's case for rates alleged to have been paid, and for neglecting to report same to me after his attention had been drawn to the matter.
- 3rd. For having given a receipt to one Brazil for a current rate, while there was a warrant pending against him for a series of arrears, the execution of said warrant having been suspended for one month, which had expired when said receipt was given; and inasmuch as he appears to have so acted at the suggestion of others, and with an impression on his own mind, confessed, that the individual obtaining the receipt obtained it with a view to vitiate the demand against him for the said arrears mentioned in the warrant.
- 4th. That after I had repeatedly given him instructions to proceed against those carters, owners of vehicles, plying for hire within the Municipality, none of whom had then taken out licenses either for the previous or current year, that he neglected the fulfilment of that duty over a period of about four months.
- 5th. That when I had given him instructions to forward a letter to the Works Department, upon the receipt of a reply to which a postponed motion before the Council was pending, in ten days afterwards I found the letter had not been forwarded.
- 6th. When Alderman Winship, in July last, had requested to see certain documents in the Town Clerk's custody, namely, a case submitted to Sir William Manning, and his opinion thereon, relating to municipal affairs, the latter only was produced by the Town Clerk; the case submitted he alleged was not in his possession, and was not produced.

7th. On a subsequent occasion, when I required a certain report relating to levels of Church-street, and a certain letter written by Mr. Grove to the Council, having reference to that report, neither of these documents were produced by the Town Clerk after several hours' search, the same being necessary to a motion then before the Council.

8th. That the key of a certain drawer, left locked in the Town Clerk's office, having been taken away by the Town Clerk on the day of his suspension, and the cash-books of the Municipality having been also removed from the same office at or about the same time, on application being repeatedly made to him he refused to give them up.

For the better elucidation of some of these charges I may briefly state that since the Town Clerk's suspension the letter of Mr. Grove, referred to in charge 7, has been found in its proper place, gummied in the book of letters received, but not the report referred to by Mr. Grove.

In reference to the case submitted to Sir W. Manning (see charge 6), this also has been subsequently discovered in the office, having on the face of it evident signs of having been in the office of the *Newcastle Chronicle*, in which journal the contents of it appeared in February last. This original document has the following headings and head note inscribed on the first page of it:—"Municipal Council Difficulty—Sir Wm. Manning's opinion.—The following documents have been placed at our disposal at the present juncture; we need hardly say they will be perused with great interest."

It may be as well here to recapitulate some of the circumstances which transpired during the interval of the Town Clerk's suspension on the 19th September, and the first meeting afterwards, which took place on the 23rd,—the Monday following. On the early part of the day on which his suspension took place, I informed the Town Clerk he could remain on duty until the usual hour in the evening. On my proceeding to the office about 4 o'clock in the afternoon, the Town Clerk locked up the office, and handed me certain keys, stating them to be the whole of the keys belonging to the office in his possession. On my proceeding to the office on the morning of Friday, 20th September, accompanied by Mr. Betts, a gentleman whom I had obtained to fill the duties of the Town Clerk for the time, and on a person applying to pay some rates, the rough cash-book was sought for in which to enter the cash after the rate had been made paid in the rate-book. Mr. Betts and the bailiff both made search, but the said cash-book was nowhere to be found. I then requested the bailiff to proceed to the residence of the Town Clerk, and inquire of him where in the office the said book would be found, and also to send me the key of a drawer he had left locked in the office. The message sent in reply was to the effect that the cash-book was in its usual place in the office for anything he knew to the contrary, or words to that effect; and as to the key he should decline to give it up. I then ordered a complete search to be made throughout the office by the Acting Town Clerk and the bailiff; but the book in question was nowhere to be found. On the Saturday morning following, a Mr. Steel coming to pay rates, I wrote a note asking Mr. Burrowes, the suspended Town Clerk, to be good enough to inform me where the cash-books were to be found, and to send me the key of the drawer in question. To this application I received the following reply:—

"Newcastle, 21st September, 1867.

"Sir,

"In reply to your note of this morning, asking for the key of the drawer in the office-table, I beg to say that I decline to give it to you until the meeting of the Council on Monday night; as there are papers in there with which you have nothing to do, you will perhaps see the propriety of this course. In reference to the rough cash-book, all I can say is that I locked up the books, &c., on Thursday evening, at 4 p.m., and handed you the keys. I have no desire to go near the office, pending the decision of the Council upon the action you have taken.

"Your obdt. servt.,

"JOHN BURROWES."

"Mr. W. Brookes, Mayor."

At the next meeting of Council, 23 September, I reported the suspension of the Town Clerk, as required by the 56th clause of the Act, whereupon Alderman Rodgers moved, and Alderman Winship seconded, the following motion:—"That a select committee be now appointed to take into consideration the reasons assigned by the Mayor for his action in suspending the Town Clerk; and that after duly inquiring into the charges made, and taking evidence thereon, the said committee shall draw up a report, a copy of which shall be placed in the hands of each Alderman present at the meeting at which the said report shall be taken into consideration,—such committee to consist of the following:—Aldermen Stokes, Chapman, Henderson, Winship, and the mover." Alderman Adam moved, and Alderman Henderson seconded, the following amendment:—"That his Worship the Mayor be requested to forward to Mr. Burrowes a statement in writing of the charges brought against him, and ask him for a defence in writing, for the purpose of laying the same before the next meeting of Council; and that Mr. Burrowes also be allowed to make a verbal explanation." Alderman Stokes then moved as a further amendment, which was seconded by Alderman Christie, "That the Town Clerk be now requested to reply to the charges made against him." The amendments and motion being duly put, the last-named amendment was carried. After several motions for an adjournment of the Council, which lapsed for want of seconders, Alderman Stokes proceeded to take down the charges on behalf of the Town Clerk, the substance of which has been already given. Mr. Burrowes however briefly addressed the Council, admitting the error committed by him in Horder's case, and giving a general denial to the other charges, after which the Council adjourned until the Monday night following, with a view of enabling Mr. Burrowes to address the Council in reply. I protested against the adoption of this course as most unusual in such cases, and entirely irregular. At the meeting of Council on the 30th September, held pursuant to adjournment, I reported, for the information of the Council,— "That the cash-books belonging to the Corporation being absent from the Town Clerk's office he had felt it to be his duty to summon a meeting of the Finance Committee for Friday, 27th September, consisting of Aldermen Winship, Stokes, and Chapman, to whom he had submitted the written reply of Mr. Burrowes to a message the Mayor had sent to him, requesting information on the subject of the missing cash-books and the return of the key of the office-drawer."

"The Mayor also stated that he had further informed the Finance Committee that in consequence of the cash-books being still missing from the office he was unable to place before them the documents necessary to an investigation of the financial affairs of the Corporation, as he had otherwise intended to do. That the Finance Committee then resolved that another message, requesting the surrender of the key of the drawer, should be sent to Mr. Burrowes, which was placed in the hands of Mr. Tribe. In that message the committee requested that the key should be forthcoming on or before 12 o'clock at noon of the same day.

"The

Interval between the suspension of Town Clerk and following meeting of Council.

Cash-book missed.

Application for cash-book and key of office-drawer. Reply of Town Clerk.

Second application.

Copy of T. C.'s note.

Council meeting, 23rd Sept.

Motion for select committee.

Amendment for statement of charges.

Amendment for Town Clerk to reply to charges.

Charges taken down.

Town Clerk's address in reply.

Meeting 30th September.

Finance Committee summoned and Mayor's report.

"The key not being forthcoming by the above-named hour, that Mr. Gingel, by the Mayor's order, and in the presence of the above-named parties, together with Mr. Slater, from the office of the City Solicitor, then proceeded to pick the lock of the said drawer, the contents of which were then carefully taken out, and noted by Alderman Stokes.

"An inventory of the whole of the public documents found therein being taken by Alderman Winship, and that of the private documents by the Acting Town Clerk, the same were then made into separate parcels, under seal, and duly signed by the Finance Committee, and again deposited in the drawer."

At the conclusion of the above report, and after much desultory discussion, Mr. Burrowes, the suspended Town Clerk, was called upon to resume his defence, and read from a written document, a printed report of which is hereto appended. (See *Newcastle Chronicle* of October 5th, herewith enclosed.)

Alderman Hannell's motion for reinstating Town Clerk.

After a long exculpatory address, Alderman Hannell moved, "That this Council, having taken into consideration the charges brought by the Mayor against the Town Clerk, and the reasons given by him for suspending him from his office, and having heard Mr. Burrowes' explanation of the said charges, considers that the Mayor has *totally failed* to prove the charges made by him; nor, in the opinion of this Council, has he adduced sufficient reasons to warrant such suspension; and now resolves that Mr. Burrowes be immediately reinstated in his office of Town Clerk."

Alderman Stokes seconded the above motion.

After a protracted and angry debate, in the course of which it was contended against this motion, and in favour of the amendment, that so long as the cash-books belonging to the Corporation were missing, and that the statements made on either side admitted of being sustained or rebutted by evidence alone, it would not be just or expedient to come to a decision on the matter until a thorough investigation had been instituted. Nevertheless the motion on being put was carried, and on division there appeared:—
Ayes: Aldermen Hannell, Stokes, Chapman, Henderson, and Adam; Noes: The Mayor, Aldermen Rodgers, Winship, and Christie.

After the division I again suspended the Town Clerk on the following additional charges:—

Second suspension and charges.

- 1st. For having stated, on oath, on the trial of the cause, *Horder v. Municipality of Newcastle*, that he had only made a mistake in the date of the year 1863 for 1862, whereas the month and date of the month also differed, being October 23rd, 1863, instead of September 26th, 1862, as is shown by the records of the Municipality.
- 2nd. For refusing to give up the key of the office-drawer when requested to do so by the Mayor in the first instance, and for neglecting to do so when subsequently requested by letter from the Chairman of the Finance Committee.
- 3rd. On account of the cash-books being still missing from the office, and the Town Clerk refusing or neglecting to state where they are to be found.
- 4th. For neglecting generally to enter up rates paid in the year 1867 in the rate-books.
- 5th. For issuing a warrant against John Schroeder for an arrear of rates which had accrued in the name of, and during the occupancy of, one H. T. Brookes, for the year 1864, without first giving Schroeder the thirty days' notice required by law.
- 6th. For having stated in his note to the Mayor that the locked drawer in the office contained no papers with which the Mayor had anything to do, whereas on examination by the Finance Committee the drawer was found to contain, amongst other public documents, the warrant issued against John Schroeder.
- 7th. Because, when his attention was drawn to an alleged error in the demand made under warrant against John Schroeder, he did not attempt to rectify the error, or otherwise at any time report the same to the Mayor, the neglect of which might have given rise to another action at law.

The Council afterwards adjourned till 7th October.

Meeting of October 7th.

At the Council meeting, held 7th October, the minutes contained the report made by the Mayor at the previous meeting having reference to the missing cash-box, and the course he had felt it to be his duty to pursue in regard to the matter. After the minutes had been read, Alderman Adam moved, and Alderman Hannell seconded, "That the whole of that portion of the minutes having reference to what the Mayor reported to the Council about the Finance Committee, be erased from the minute book before it is signed by the Mayor." Upon a motion from the chair for the confirmation of the minutes, an amendment was moved, "That they be not confirmed," upon which a division took place,—Aldermen Hannell, Chapman, Henderson, Adam, and Stokes, voting with the ayes. It was then moved by Alderman Adam, seconded by Alderman Stokes, "That the standing orders be suspended, and that the Council go into committee to consider the conduct of the Mayor in relation to his refusal to confirm the minutes in accordance with the wish of a majority of the Council." On this an amendment was moved by Alderman Chapman, seconded by Alderman Hannell, "That the minutes having reference to the acts of the late Town Clerk be erased from the minute book, in order that the business of the Municipality be proceeded with." At length, and after considerable debate, in the course of which the correctness of the minutes as faithful records of what transpired was admitted, on the suggestion of Alderman Hannell both amendments and motion were withdrawn, and the minutes confirmed in the usual manner. Alderman Hannell, seconded by Alderman Chapman, next made a motion, "That all other business be postponed until the suspension of the Town Clerk has been decided upon."

Motion for committee of inquiry.

Amendment reinstating Town Clerk.

Notwithstanding that the Mayor urged the importance of other business before the Council, this motion was carried by the votes of Aldermen Hannell, Chapman, Henderson, Adam, and Stokes. Alderman Christie, seconded by Alderman Winship, then moved, "That a select committee, consisting of Aldermen Henderson, Chapman, Stokes, Rodgers, Winship, Adam, and the Mover, be formed, for the purpose of taking evidence in reference to the charges against the Town Clerk." Alderman Hannell, seconded by Alderman Stokes, moved as an amendment, "That this Council deprecates the conduct of the Mayor at the last meeting of the Council in again suspending the Town Clerk from his duties, upon the *very frivolous* charges then made against him, and immediately after being reinstated by a majority of the Aldermen then assembled, and considers that in taking this very unusual course, and one most disrespectful to the Council, he was actuated by malicious and improper feelings against the Town Clerk; and now resolves that Mr. Burrowes be again reinstated in the position of Town Clerk." After a protracted and disorderly

disorderly debate the amendment and motion were put and the former was carried by the following Aldermen:—Hannell, Chapman, Henderson, Adam, and Stokes. Immediately on the above amendment being carried, the Mayor again suspended Mr. Burrowes on the following charges:—

- 1st. Because that he, Mr. Burrowes, did receive a certain cheque in payment of certain rates then due by Mr. F. J. Shaw, a ratepayer of this Municipality, for which he did not give credit for the full amount of the said cheque on the rate-books of the Municipality, leaving thereby a portion of the said rates standing in the books as arrears of rates still due by Mr. F. J. Shaw, and that at a subsequent period Mr. Burrowes instructed the bailiff to apply to Mr. Shaw for the payment of the rates so made to appear in arrears in the books. Third suspension and charges.
- 2nd. That because Mr. Burrowes still contumaciously refuses and neglects to give up the cash-books belonging to the Corporation, in consequence of which the financial affairs of the Municipality cannot be properly investigated nor systematically conducted.

Aldermen Adam and Chapman then moved the suspension of the standing orders, for the purpose of taking into consideration the conduct of the Mayor. The motion for the suspension of the standing orders having been carried, Aldermen Hannell and Stokes moved, "That the Mayor no longer possesses the confidence of the Council, in consequence of his express determination to set at defiance the acts of the Council in the matter of the suspension of the Town Clerk for the third time." The above was also carried on division by Aldermen Hannell, Chapman, Henderson, Adam, and Stokes. Vote of censure on Mayor.

At the next meeting of Council, held on the 4th November, I again duly reported the suspension of the Town Clerk, when Aldermen Hannell and Henderson moved, "That all other business be postponed until the Town Clerk's suspension be decided upon." Aldermen Winship and Christie moved as an amendment, "That the vote of censure passed on the Mayor at the last meeting of Council be and is hereby rescinded." On the amendment and motion being put the original motion was carried. Ayes: Aldermen Hannell, Chapman, Henderson, Adam, and Stokes. Alderman Hannell and Stokes moved, "That this Council regrets the delay of the business of the Municipality occasioned by the continued contumacy of the Mayor in persisting pertinaciously in suspending the Town Clerk after his repeated reinstatement by the majority of the Council; and now resolves that Mr. Burrowes be again reinstated in his position of Town Clerk." Aldermen Christie and Winship moved as an amendment, "That a Committee of the whole Council, excepting the Mayor, be appointed to investigate the charges made by the Mayor against Mr. Burrowes." The original motion was carried on division by Aldermen Hannell, Chapman, Henderson, Adam, and Stokes. On this motion for reinstatement before inquiry being put and carried, I again suspended the Town Clerk on the following charges:— Meeting, Nov. 4.

- 1st. Because that he Mr. Burrowes received from Mr. John Smith a cheque for the sum of £19 4s. 3d., in payment of certain rates then due to the Municipality, no portion of which has been accounted for by Mr. Burrowes on the rate-books of the Municipality. Fourth suspension and charges.

On November 11th another meeting of the Council took place, when I again reported to the Council the further suspension of the Town Clerk, whereupon Aldermen Hannell and Chapman moved, "That all other business be suspended until the matter of the suspension of the Town Clerk by the Mayor has been decided upon by the Council." This motion being carried, Aldermen Hannell and Stokes moved, "That in the opinion of this Council the reasons assigned by the Mayor for the suspension of the Town Clerk for the fourth time are altogether insufficient to justify such suspension; and do now resolve to again reinstate Mr. J. Burrowes in his position as Town Clerk." Aldermen Christie and Winship moved an amendment, "That a committee of inquiry of the whole Council, except the Mayor, be formed to take into consideration the charges against the Town Clerk, and report thereon." On a division there appeared in favour of the original motion, Aldermen Hannell, Chapman, Henderson, Adam, and Stokes; for the amendment Aldermen Christie, Winship, and the Mayor. Alderman Rodgers was absent through illness. I then suspended Mr. Burrowes for the fifth time on the following charges:— Meeting, Nov. 11.

- 1st. I hereby suspend the said John Burrowes from the office of Town Clerk, on the further charges, as follows:—Because, when Mr. Burrowes had been applied to on several distinct occasions, prior to the 12th September last, by Mr. W. T. Boyce, as agent for Dr. Bowker, for a correct statement of all rates and arrears of rates then due by Dr. Bowker, with a view to the same being paid, he (Mr. Burrowes) refused or neglected to make out and furnish such statement; that in lieu thereof he proposed to the said Mr. Boyce, acting as agent for Dr. Bowker, that he should pay down a lump sum of £60 on account of whatever amount of rates might be due and owing by Dr. Bowker, and subject to this condition that any surplus, if any, remaining, shall be refunded whenever hereafter the correct amount of the said liability shall have been ascertained. That because when Mr. W. T. Boyce declined to accede to the proposition made by the Town Clerk, the latter did not make out and furnish at any time thereafter the statement of rates due as required, and that in consequence of which, and from no other cause, Dr. Bowker was disqualified and deprived of his vote at the late election for an Alderman for Macquarie Ward, in the place of Alderman Way, and which took place on the 12th day of September last. Motion for reinstating Town Clerk.
- 2nd. For having received in payment of two years' rates on account of one Thomas Ketteridge, the sum of £1 7s. then due, and for not having accounted for any portion thereof on the rate-books of the Municipality of Newcastle. Amendment:
- 3rd. Because that the said John Burrowes, when in office as such Town Clerk of the said Municipality of Newcastle, did neglect or refuse to keep properly posted up the book called the "Arrears of Rates Book," provided for that purpose, and after being requested by the Mayor to do so, whereby, and from the state of mutilation and confusion of the ordinary rate-books kept by him, especially those for the year 1866, it is rendered almost impossible to ascertain with exactitude who are defaulters and who are not, to the manifest risk and probable loss of the said Municipality, as well as of injustice and oppression to the non-defaulting rate-payers. Fifth suspension of Town Clerk.
- 4th. Because Mr. Burrowes has been guilty of a gross dereliction of duty in not having kept a proper rate-book for the entry of rates, and the registration of the names of the *bond fide* ratepayers

ratepayers of the Municipality, for the year 1866, during the whole of which period he held the office of Town Clerk, and notwithstanding that proper books for the purpose had been provided by the Municipality; because it was the duty of Mr. Burrowes to transfer from the assessor's books for the above year the full particulars of such assessment (after the same had been duly revised by the Council) into the rate-books so provided, and which have denoted on their outside covers, in plain figures, the specific years to which their contents relate; whereas Mr. Burrowes has set aside the said rate-books then and now in use for the year in question, and on whose covers the years 1864-5-6 are respectively denoted, and instead thereof has substituted and adopted as a rate-book for the year 1866 certain sheets of paper used by the assessor for that year, and which are made up of several diverse forms, some of which are in nowise in conformity with the forms and headings of the proper rate-books; that the entries in those sheets of paper, so substituted for the rate-book in this instance, are made in the handwriting of Mr. Arnold, one of the assessors for that year, in his capacity as such, and not by Mr. Burrowes as Town Clerk; also, that many of those names so entered as ratepayers have been erased, and other names written in pencil have in many instances been substituted to the utter disfigurement of the said sheets and their serious deterioration as reliable and faithful records; that whilst the ratable assessment for the year 1866 has been thus entirely omitted being entered in the proper rate-books provided for that year, the ratable assessment for the year 1867, ending February, 1868, has been entered therein, although no such year is denoted on the cover of the same, and for which year therefore these books were evidently never intended."

Motion to suspend standing orders.
Motion to deprive Mayor of power to sign cheques.

Aldermen Hannell and Stokes moved the suspension of the standing orders, which was carried by the same parties—Aldermen Hannell, Chapman, Henderson, Adam, and Stokes.

Aldermen Adam and Chapman then moved, "That this Council, having in view the present unsatisfactory state of the Municipality, considers that the authority hitherto exercised by the Mayor, under previous resolution of the Council, or otherwise, for drawing cheques upon the funds of the Municipality, should for the present be withdrawn from him, and that, instead of such power being exercised by the Mayor, all cheques shall be signed by two members of the Finance Committee, and countersigned by the Town Clerk; and now resolves that the Manager of the Bank of Australasia, as Treasurer of the Municipality, be instructed to the effect that until he receives due notice to the contrary from this Council, he is not to pay any cheques drawn by the Mayor upon the funds of the Municipality, but only such cheques as may be signed by two members of the Finance Committee, and countersigned by the Town Clerk; and that a copy of this resolution, bearing the corporation seal, be forthwith forwarded to the Treasurer as an authority under which to act." The above, on being put, was carried without any attempt at opposition.

Second motion to suspend standing orders.
Motion to appoint committee.

Aldermen Adam and Henderson then moved the suspension of the standing orders, which on being carried they proposed the following, "That a Committee, consisting of Aldermen Christie, Winship, Stokes, Chapman, Hannell, Rodgers, Henderson, and Adam—five to form a quorum—are hereby appointed for the purpose of taking into consideration all questions now on the business paper of this meeting of Council." This was in like manner carried by the same parties, viz., Aldermen Hannell, Chapman, Henderson, Adam, and Stokes, and the Council then adjourned for a week. In the meantime a meeting of certain of the committee met, in pursuance of the above resolution, at 9 o'clock on Tuesday morning, but a quorum not being present an adjournment took place until 3 o'clock on the same day. At the hour appointed a quorum assembled, consisting of Messrs. Hannell, Chapman, Henderson, Adam, and Stokes—Aldermen Winship and Christie refusing to attend; and Alderman Rodgers being absent from illness received no notice of any kind, either of his appointment on said committee, or of the meetings proposed to be held. Referring to the above outline of proceedings at the meeting of Council on the 11th instant, I may perhaps be permitted to point out their extraordinary character, unprecedented I believe in the municipal history of this Colony. The by-law which provides that due notice shall be given of all motions before they come on for discussion, was doubtless intended to prevent Municipal Councils from arriving at rash, hasty, and prejudiced conclusions on whatever questions might be brought under their notice; and although a power is reserved to suspend the standing orders, it is clear that such power was intended to be used with great caution and only on some unforeseen and pressing emergency. You will perceive, on reference to the reports of the proceedings of the Council meeting of the 11th instant, given in the *Newcastle Chronicle* of the 13th, and the *Newcastle Pilot* of the 15th instant, herewith enclosed, and which are correct so far as the account of the manner of conducting the business is concerned, that not a shadow of reason is given or alleged for the suspension of the standing orders, which was moved by Alderman Hannell and Alderman Adam previous to their bringing forward their respective motions, and carried as a matter of course by their supporters. The motions which followed were also of a most extraordinary character. It was surely incumbent on Alderman Adam, in bringing forward a motion to deprive me of the power to sign cheques, to show that I had been guilty of some abuse of the authority conferred upon me by the Council, but this was not done, not even attempted to be done; and I have no hesitation in saying that this motion, as well as that of Alderman Hannell, were brought forward, not with any view to the public benefit, but solely out of personal animosity against myself. You will observe that whilst I, in my capacity as Mayor, have been degraded and insulted without any cause assigned, the Town Clerk, whose conduct has given rise to the unseemly discussions that have lately disgraced the Council, is not only exonerated from all blame, but held up as an "injured man," suffering persecution at the hands of the Mayor, although since the day of his suspension the cash-books have been missing from the Town Clerk's office, by which perhaps still more serious delinquencies are prevented from being detected and proved.

Meeting of committee.

Remarks on Council proceedings of November 11th.

Correspondence, H. Scott, Esq., P.M.; Harrison, Sub-Inspector.—See copies marked A, B, C, D, E, F. Disorderly conduct.

In the next place I have the honor to submit for your information, a correspondence I have had with Helenus Scott, Esq., P.M., and Sub-Inspector Harrison, on the subject of those outrages against public order and decorum, which have characterized the late meetings of Council, and which apparently reached their culminating point at the meeting held on the 4th instant.

No language can convey anything like an approximate idea of the audacity of those among the auditory who had evidently gone to the meeting for unlawful and premeditated purposes. These parties did not consist of the illiterate and working class, but were some of the so-called respectable class in society, several of whom, as being most conspicuous, I have mentioned by name in the correspondence referred to. The grounds upon which I had to apprehend that personal violence was intended are various; for instance, in the case mentioned in the letter to Mr. Scott, I may state that Mr. Bishop once occupied the

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civic chair, and on the night in question was seated on the magisterial bench close behind me, where, surrounded by a mob of boys and disorderly persons, he kept up an almost continual uproar. When I ordered him by name to leave the building he did so, but returned shortly afterwards with a cudgel or life-preserver in his hand, and resumed his former position unobserved by me, where he commenced making a series of grimaces at me, and flourishing the weapon with significant gestures, as much as to say, "I should like to give the Mayor a rap with it." This he continued for some time, to the infinite amusement of the juveniles and some of their elders, but to the utter disgust of the well-disposed persons present. On leaving the Court-house, after the termination of the proceedings, at about 2 o'clock in the morning, Mr. A. K. Smith, C.E., of Victoria, a gentleman who was sojourning here during his erection of our gas-works, and who represents Latrobe Ward, in the City of Melbourne, accompanied me. Mr. Smith has taken great interest in corporate proceedings here, and, I may briefly state, has furnished me with a large volume of miscellaneous forms and data adopted by the Corporation of Melbourne. On this occasion Mr. Smith was present at the Council meeting, and had remonstrated with several of the refractories whom he had observed misbehaving, and as he was leaving, overheard certain parties arranging plans to lay violent hands on me. He therefore, without at the time assigning any reason, bid me not go home, but come with him and keep close by him. We then crossed to the hotel opposite, with Aldermen Winship and Christie, when Mr. Smith there related what he had heard, and stated that he did not deem it prudent for me to be left alone. Mr. Smith authorized me to make use of his name, and to state that he is prepared to make affidavit of his allegations; so also are several others. It was on this occasion, outside the Court-house, that the City Surveyor, Mr. Gardiner, assailed Mr. Walter. As the best assurance I can offer you that my conduct in resisting the tyranny of the majority, who persist in reinstating the Town Clerk before and without investigation of the charges made against him, I may bring under your notice a requisition that, after the meeting of the 7th October, the same parties got out and placed in the hands of every menial and partisan procurable, with a view to obtain signatures of ratepayers, calling upon me to resign. The following is a copy of the requisition in question:—

"To William Brookes, Esq.,

"Mayor of the Municipality of Newcastle,—

"Sir,

"The undersigned ratepayers of the Municipality of Newcastle feel it their imperative duty to state that, in their opinion, the disgraceful position of the Municipal Council has been caused by your gross mismanagement and incapacity; and not possessing the slightest confidence in, or respect for, either your judgment or impartiality, they are compelled to demand that you instantly resign the office you now hold without credit to yourself and to the serious damage of the community."

The basest means were employed to obtain signatures to this document. Traders were threatened with loss of custom if they refused to sign it; draymen were threatened with loss of cartage by Alderman Stokes, who went about in person using such means; but notwithstanding all, and after more than a month of such efforts, the promoters have not been able to procure a sufficient number of signatures as would warrant them in following up the demand, and presenting the document to me. I am credibly informed that only a few persons beyond their own immediate party were found willing to call upon me for my resignation. I have to relate another remarkable circumstance, involving irregular and improper conduct on the part of Alderman Stokes. When His Honor Judge M'Farland was in Newcastle, on his way from Circuit Court in Maitland, where Horder's case had been tried, Alderman Stokes sought an interview with the Judge in order to ascertain from him whether in his (the Judge's) opinion he should have given judgment against the Corporation if the Town Clerk had not made the error in the rate notice served on Horder. Alderman Stokes at the Council Board detailed the result of that interview, and stated that the Judge had informed him that the error of the Town Clerk had not been material to the issue. This conduct I look upon as so *infra dig.* to say the least of it, as to require notice in this place.

Alderman Stokes
and Judge
M'Farland.

With regard to the character of the correspondence seeking aid from the police, I may be permitted to remark that it appears to me to be anything but satisfactory. Having in view simply a prevention of a breach of the peace, I am at a loss to conceive how Mr. Scott arrived at the conclusion he did, or why he should have felt it necessary to state in reply, "I must positively decline interfering with your authority, or mixing myself up with municipal affairs"; neither one nor the other being contemplated by me at the time I made the application to him.

Character of
correspondence.

In conclusion, I have only to state that, in taking the course of procedure I have done, I have sought the best advice, and endeavoured to follow it as strictly as circumstances would permit. In addition to the Solicitor to the Corporation, I have taken the opinion of Mr. Joseph Chambers, of East Maitland, who, in addition to being a lawyer, is also an Alderman, and has therefore obtained special knowledge of the working of municipal institutions. He has kindly and repeatedly given me his advice gratuitously, and has invariably urged upon me the suspension of the Town Clerk until the cash-books are returned and an investigation has been made, not only into the specific allegations I have laid to his charge, but of all others in connection with the state of the whole of the books. That this matter is one of prime importance you will gather from one of the last series of charges upon which I have suspended the Town Clerk, and which will be found reported *verbatim* in the *Newcastle Chronicle* of 13th November. By that it will be seen that virtually there is no rate-book for the year 1866, a fact I presume that will be viewed by you as a delinquency of great magnitude and of serious import—the rate-book being above all others, nay the only one, of value as a permanent record of the character, value, and other incidents connected with the property of the Municipality for now and in all time to come.

Conclusion.

I have, &c.,

WILLIAM BROOKES,
Mayor of the Municipality, Newcastle.

[Enclosures in No. 1.]

A.

The Mayor of Newcastle to The Police Magistrate of Newcastle.

Town Clerk's Office, Newcastle,
6 November, 1867.

Sir,

From circumstances that transpired at the meeting of the Municipal Council, held on Monday, the 4th instant, I had serious reasons for apprehending that a breach of the peace was contemplated by certain parties who were present on that occasion. Threats of personal violence were made use of towards myself by disorderly persons assembled in the Court-house, the passages, and rooms adjoining, and also at the rear of the premises. I deemed it necessary to call in the aid of the police to remove four persons named Poole, Bishop, Horder, and James Hamell, junr., with a view to preserve order. At my request Alderman Christie went for the police, and returned shortly afterwards with Sergeant Conway, whom I asked to remove from the building the four persons above-mentioned, but this was not done, and the interruptions continued, increasing in violence until the close of the meeting. On my leaving the Court-house, between 1 and 2 o'clock on Tuesday morning, to proceed home, I was threatened with personal violence by certain persons—a fact which can be substantiated, if necessary, by the affidavits of several gentlemen who accompanied me. Having become acquainted with what was intended for me, I deemed it prudent to retire, and by the advice of my friends sought shelter until the crowd had dispersed. From well-grounded apprehensions, and a report that has appeared in the public press, I have reason to believe that an attempt will be made to create a disturbance at the Town Clerk's Office, which I am therefore obliged to keep closed and locked, until I can obtain police protection. Having received a requisition to call a meeting of the Council for half-past 7 o'clock on Friday evening, and having just cause to fear that a repetition of the disorderly conduct of Monday last will then take place, I have the honor to request that you will afford me the assistance of the police to preserve order, and prevent a breach of the public peace.

I am, &c.,

WILLIAM BROOKES,
Mayor.

B.

The Police Magistrate, Newcastle, to The Mayor of Newcastle.

Police Office, Newcastle,
7 November, 1867.

Sir,

I have the honor to acknowledge your letter of the 6th instant, received after office hours in the evening. It would seem by one part of your letter that you required me to find you police assistance on yesterday, before I could possibly have received your letter. You also require me to find you police protection on Friday evening next. You appear to be labouring under some mistake in applying to me, and must know, as a Magistrate, you ought to apply, as I would have to do, to the Sub-Inspector of Police for any assistance. I must positively decline interfering with your authority, or mixing myself up with Municipal affairs.

I regret much that you did not inform me before yesterday afternoon, that you required the use of the Court-house on Friday next, as I would have reserved it for the use of the Municipal Council. I have granted the use of the room to the N.S.W. Political Association for the Suppression of Intemperance. Their advertisement appeared early yesterday morning.

I have, &c.,

HELENUS SCOTT, P.M.

C.

The Mayor of Newcastle to Mr. Sub-Inspector Harrison.

7 November, 1867.

Sir,

Having on the 6th instant made application in my official capacity to Helenus Scott, Esq., Police Magistrate for this district, for the assistance of the police, with a view to the preservation of public order during the transaction of business at the meeting of the Municipal Council, and the Police Magistrate having stated in reply that he had no power to interfere, referred me to you as the only public officer possessing the proper authority to afford me the protection sought for.

Adverting to the disorderly and disgraceful scenes which took place on Monday last, at the meeting of Council, accompanied with threats of personal violence to myself and others by certain parties having an evident design to provoke a breach of the peace, and having good reason to apprehend that a repetition of those scenes was in contemplation at a subsequent period, and that a forcible attempt would be made to enter and take possession of the Town Clerk's Office, I deemed it expedient to suspend all further business there until such time as sufficient police protection had been afforded to prevent a consequent breach of the peace.

Having summoned a Council meeting for Monday evening next at 7-30, I am desirous that you should provide a sufficient police force to repress any attempt at disturbance by any evil disposed or refractory persons who may be present thereat, and generally to take such steps as in your judgment may be necessary for the preservation of order and the public peace.

I have, &c.,

WILLIAM BROOKES,
Mayor.

D.

Mr. Sub-Inspector Harrison to The Mayor of Newcastle.

North-eastern District,
Sub-Inspector's Office, Newcastle,
8 November, 1867.

Sir,

I have the honor to acknowledge the receipt of your letter of the 7th instant, and in reply beg to state that I do not consider I should be justified under the circumstances in placing any constables in the Court-house to maintain order during the meetings of the Municipal Council. There will, and always have been sufficient police at hand to do their duty in the event of a breach of the peace being committed.

I have, &c.,

CHS. E. HARRISON,
Sub-Inspector.

E.

The Mayor of Newcastle to Mr. Sub-Inspector Harrison.

Sir,

I beg to acknowledge receipt of your reply to my application to you, by direction of his Worship the Police Magistrate, for the means of preserving the public peace at and during the meeting of the Municipal Council. For your further information and consideration I have the honor to submit the subjoined extract from the book published in England by "J. W. Smith, Esq., LL.D., of the Inner Temple, Barrister-at-law."

"When, as it sometimes happens through a mixture of ill-breeding, arrogance, and stupidity, some member of the meeting renders himself obnoxious by continued interruptions, and disturbs the fair discussion of the matter in hand, and when, owing either to the *sluggish moral sense* of the meeting in general, he is not promptly extinguished, the chairman should be careful in calling the meeting to order that he points his observations at the PERSON chiefly in fault.

"Sometimes

11.

"Sometimes a meeting will be interrupted by *shouts* and other *noises* proceeding from a person whose *conduct* shows that he evidently attends NOT for the purpose of discussion but of interruption. In this *case* the police may be called upon to interfere, or the *person* so *acting* may be *turned out* as a trespasser by those who are entitled to the immediate possession of the room. * * * The meeting being called for the purpose of discussion, and this person's *conduct* showing that he has not come with that object, he is not *lawfully* there, and may be *ejected*, but with no unnecessary violence."

Such being the law and practice of ordinary public meetings in England, I leave the application of the principles of this law and practice in this case to your own judgment. Whilst desirous of preserving INTACT the *right* of the *public* to be present at the Council meetings, I seek, on the other hand, only that the *well-disposed* portion of the public shall not be annoyed and unduly interfered with by those who thus bring themselves within the category of *common disturbers* of the public peace.

I have, &c.,
WILLIAM BROOKES,
Mayor.

F.

Mr. Sub-Inspector Harrison to The Mayor of Newcastle.

North-eastern District,
Sub-Inspector's Office,
Newcastle, 10 November, 1867.

Sir,

I have the honor to acknowledge the receipt of your second letter, on the subject of stationing the police in the Court-house during the meetings of the Municipal Council; and after carefully perusing the extract you therein quote from the work of J. W. Smith, Barrister-at-law, I am fully confirmed in the opinion I formed as to the duties of the police in cases of this kind.

The extract in question distinctly states under what circumstances the police may be called in, namely, when some person conducts himself in such a manner that it shall be evident his object is to interrupt the proceedings of the meeting, in which case the offender may be looked upon in the light of a trespasser. There is nothing said about the right of the police to interfere and check any expression of feeling on the part of the public assembled, whether that feeling finds vent in expressions of applause or disapproval of the sentiments of the speakers on the matter under discussion.

I have, &c.,
CHAS. E. HARRISON.

No. 2.

THE MAYOR OF NEWCASTLE TO THE COLONIAL SECRETARY.

Newcastle, 18 November, 1867.

MY DEAR SIR,

After many delays and the many demands made upon my time, I have at length been able to furnish you with a succinct statement of the past and present condition of municipal affairs in Newcastle. In thus seeking your aid in this matter, I am far from sanguine in my expectations in reference to any direct official action you may be able to take in this behalf. Well aware also of the many difficulties that beset your ministerial position, I have no desire to make demands on your attention or claims on your consideration at all incompatible with that position. At the same time I feel assured that you will do all that may be done with propriety towards rectifying the evils which are disclosed in the statement referred to.

That which gives me most concern is the loss of the cash-books, which have been removed from the Town Clerk's office since the 19th September last, the day on which I suspended the Town Clerk. I have hitherto felt very reluctant to have recourse to legal means for their recovery, but I confess, after what has transpired, I no longer entertain the same reluctance in that respect.

There is, however, a difficulty in the way, arising out of the nature and terms of the 58th clause of the Act. By the tenor of that clause it would appear that before I can adopt legal means for the recovery of these books I must first obtain the sanction of the Council—so at least I am advised by the solicitor to the Corporation; and if that be the case I have no hope of obtaining the necessary sanction, seeing that there are *five* out of the *nine* Aldermen determined not only to ignore the facts but to reinstate the delinquent Town Clerk without investigation into the various charges laid against him, or the restoration of the cash-books.

If there is one thing that I desiderate more than another, it is the possession of the cash-books, because in their absence I am unable to ascertain what amount of defalcation in the funds, if any, may have been committed. With the assistance of Mr. A. K. Smith and that of Mr. Alexander Brown, both of whom are tolerable experts in accounts, I have endeavoured to arrive at an approximate estimate of the state of pecuniary affairs; and by the aid of the inadequate means at our disposal, from want of the cash-books, one result arrived at was that there had been received by the Town Clerk for rates an amount of over £300 not accounted for in the rate-books, but which has evidently been paid into the Bank. How much more has been received by him which does not appear either in the bank-book or elsewhere there are at present no means of ascertaining.

Many among our commercial men are of opinion that these books have been destroyed, and will never be restored; but I have all along been of a different opinion, and still believe that the anxiety to reinstate before investigation indicates a purpose, the chief aim of which is for an opportunity of surreptitiously restoring them back to their place in the office, and then to insist that they have always been there, or that I or some one else had possessed them and thus restored them. My reasons for this conjecture are, that on a recent occasion during a debate on the subject, Alderman Hannell expressed himself to the effect that "he should not be surprised at the cash-books being found some day in some nook or corner of the Town Clerk's office under a lot of *Government Gazettes* or old newspapers or something of the kind." Alderman Adam on a recent occasion alluded to the subject and expressed his suspicions that they might turn up in the Gas Company's Office, which drew a letter of rebuke from the Secretary of the Company. At the last meeting of Council he again referred to the subject in a manner that argued a foregone conclusion—an imperfect report of which appears in the *Newcastle Chronicle* of the 13th instant, as will be seen on reference thereto.

In the statement furnished, as well as the reports of the newspapers appended, I think you will find sufficient to enable you to arrive at a tolerably correct conclusion of my situation. How to bring the matter to a final issue in a manner satisfactory alike to the ratepayers and to myself, I am at a loss to know.

know. That I can consent, after all that has occurred, to the reinstatement of the Town Clerk, until a thorough investigation has taken place, appears to me to be out of the question; yet at the same time I should be glad if any course could be suggested by which this question of his reinstatement or dismissal could be speedily determined. As you will perceive by the motions moved in Council, there is a determination to suspend all *other business* until this question regarding the Town Clerk has been determined in a manner satisfactory to the five Aldermen who have espoused his cause. In the meantime every conceivable and improper motive is imputed to me for so frequently suspending him, contrary to the wish of this bare majority. But remembering that I derive my power and authority for so doing from the statute, and not from the Council, I fail to perceive that I am contumacious because in this case I do not bow to the course of proceedings dictated by this majority, who have unmistakably shown a determination to ignore all rule and every other consideration for the attainment of this particular object.

If it is at all compatible with your official position to appoint a disinterested and competent party to come down here and make the necessary investigation into our corporate affairs, I feel assured it would give general satisfaction to the great body of the ratepayers. On the other hand, if this may not be, I should feel exceedingly obliged if you could procure me the opinion of the Law Officers of the Crown as to my power under the 58th or any other clause in the Act, by which I might be able, without the aid of the Council, to institute legal proceedings for the recovery of the cash-books. In the event of their recovery I might be able to obtain specific information as to the state of the cash accounts, that would allay the anxiety and suspense with regard to that matter, if it accomplished no more. The Crown having subsidized these municipalities, should, I venture to submit, as is proposed to be done with regard to other institutions, claim to exercise some right of supervision over their affairs, the bare knowledge of which would operate beneficially in controlling many of the irregularities that occur.

Trusting that you may be enabled to afford me effectual assistance in the matter,—

I beg to remain, dear Sir,

Yours faithfully,

WILLIAM BROOKES.

1870-71.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

REPORT FROM THE SELECT COMMITTEE

ON THE

BOROUGH OF NEWCASTLE SPECIAL AUDIT BILL;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

MINUTES OF EVIDENCE,

AND

APPENDIX.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
9 *March*, 1871.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1871.

1870-71.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE
LEGISLATIVE ASSEMBLY.

VOTES No. 77. WEDNESDAY, 1 FEBRUARY, 1871.

8. Borough of Newcastle Special Audit Bill:—Mr. Robertson moved, That this Bill be “now read a second time.”
Mr. G. A. Lloyd moved, That the Question be amended, by omitting the words “now read a second time,” with a view to inserting in their place the words “referred to a Select Committee for consideration and report, with power to send for persons and papers.”
“(2.) That such Committee consist of the following Members, viz., Mr. S. Brown, Mr. Dodds, Mr. Farnell, Mr. Greville, Mr. Hill, Mr. Lord, Mr. Neale, Mr. King, Mr. Samuel, and the Mover.”
Question,—That the words proposed to be omitted stand part of the Question,—put and negatived.
Question,—That the words proposed to be inserted in place of the words omitted be so inserted,—put and passed.
Whereupon Question,—That this Bill be referred to a Select Committee for consideration and report, with power to send for persons and papers.
“(2.) That such Committee consist of the following Members, viz., Mr. S. Brown, Mr. Dodds, Mr. Farnell, Mr. Greville, Mr. Hill, Mr. Lord, Mr. Neale, Mr. King, Mr. Samuel, and the Mover,—put and passed.

VOTES No. 82. THURSDAY, 9 FEBRUARY, 1871.

3. Borough of Newcastle Special Audit Bill:—Mr. G. A. Lloyd (*with the concurrence of the House*), moved, without Notice, That the Return to Order relative to “Municipal Affairs, Newcastle,” ordered to be printed on 5th February, 1869, be referred to the Select Committee now sitting on “Borough of Newcastle Special Audit Bill.”
Question put and passed.

VOTES No. 98. THURSDAY, 9 MARCH, 1871.

4. Borough of Newcastle Special Audit Bill:—Mr. G. A. Lloyd, as Chairman, brought up the Report from, and laid upon the Table the Minutes of Proceedings of, and of Evidence taken before, the Select Committee for whose consideration and report this Bill was referred on 1st February, 1871, together with Appendix.
Ordered to be printed.

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1870-71.

BOROUGH OF NEWCASTLE SPECIAL AUDIT BILL.

REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, *for whose consideration and report was referred, on the 1st February, 1871, the "Borough of Newcastle Special Audit Bill,"—with power to send for persons and papers, and to whom was referred, on the 9th February, 1871, the Return to Order relative to "Municipal Affairs, Newcastle,"—have agreed to the following Report :—*

1. Your Committee have examined the witnesses named in the list* (whose evidence is appended hereto), and are of opinion that the Special Auditors appointed by the Government have performed the duty imposed upon them, and are entitled to be paid the charge they make, of £747 12s., which is not considered unreasonable for the time they were employed. * Vide List of Witnesses, p. 6.

2. It does not, however, so clearly appear by whom this payment should be made. The Government led the Auditors to believe they would be paid by the Borough Council, and afterwards promised to pay them and deduct the amount from the endowment due the Borough Council; while the Council claim to be exempt, on the ground that the Auditors were not legally required to act, which is borne out by the evidence. Appendix A 1. Appendix A 3.

3. Your Committee cannot, therefore, recommend that the Special Audit Bill be proceeded with, as it would arbitrarily take from the Borough Council money which your Committee consider is not legally due by them.

GEO. A. LLOYD,
Chairman.

No. 3 Committee Room,
Sydney, 8 March, 1871.

PROCEEDINGS OF THE COMMITTEE.

TUESDAY, 7 FEBRUARY, 1871.

In the absence of a quorum, the meeting called for this day lapsed.

WEDNESDAY, 8 FEBRUARY, 1871.

MEMBERS PRESENT:—

Mr. Lloyd,	|	Mr. Dodds,
		Mr. Farnell.

Mr. Lloyd called to the Chair.

Entry in Votes and Proceedings appointing the Committee, *read* by the Clerk.

Committee deliberated.

Ordered,—That Mr. W. H. Mackenzie, senr., and Mr. W. Buyers be summoned to give evidence at the next meeting.

[Adjourned until To-morrow, at *Eleven* o'clock.]

THURSDAY, 9 FEBRUARY, 1871.

MEMBERS PRESENT:—

Mr. Lloyd in the Chair.

Mr. Hill,	|	Mr. Dodds,
Mr. Samuel,		Mr. Farnell,
		Mr. Greville.

Printed copies of the Bill *referred*, before the Committee.

Mr. W. H. Mackenzie, senr. (*Accountant*), called in and examined.

Witness *handed in* several documents respecting the audit for the Borough of Newcastle, all of which were *read* by the Clerk and *ordered* to be appended. (*Vide Appendix A 1 to A 8.*)

Witness withdrew.

Mr. W. Buyers (*Accountant*) called in and examined.

Witness *produced* his letter of appointment, couched in similar terms to the letter *handed in* by Mr. Mackenzie. (*Vide Appendix A 1.*)

Witness withdrew.

Committee deliberated.

Ordered,—That Mr. J. Hannell and Mr. W. A. Sparke be summoned to give evidence at the next meeting.

[Adjourned until Thursday next, at *Eleven* o'clock.]

THURSDAY, 16 FEBRUARY, 1871.

MEMBERS PRESENT:—

Mr. Lloyd in the Chair.

Mr. Farnell,	|	Mr. Dodds,
Mr. Greville,		Mr. Hill.

Extract from Votes and Proceedings of the 9th February, referring the Return to Order, relative to "Municipal Affairs, Newcastle," to this Committee,—*read* by the Clerk.

Papers *referred* before the Committee.

Mr. James Hannell (*Mayor of Newcastle*) called in and examined.

Witness *handed in* Case for Counsel and Opinion of Mr. Darley, relative to the liability of the Borough of Newcastle to pay expenses of Special Audit, also Demurrer of the Attorney General and Opinion of Mr. Darley thereon.

Ordered to be appended. (*Vide Appendix B 1 and B 2.*)

Witness withdrew.

Committee deliberated, and decided to request W. Brookes, Esq., M.P., to attend and give evidence at the next meeting,—Clerk to prepare usual letter.

Ordered,—That Henry Halloran, Esq., be summoned to give evidence at the next meeting, and to produce the Opinion of the Attorney General and all other documents relative to the Special Audit of the Accounts of the Borough of Newcastle.

[Adjourned until Wednesday next, at *Eleven* o'clock.]

WEDNESDAY,

WEDNESDAY, 22 FEBRUARY 1871.

MEMBERS PRESENT :—

Mr. Lloyd in the Chair.

Mr. Hill, | Mr. Farnell.

Henry Halloran, Esq. (*Under Secretary, Colonial Secretary's Department*) called in and examined.
Witness handed in Opinion of Attorney General Manning relative to Borough of Newcastle Audit.
Ordered to be appended. (*Vide Appendix C.*)

Witness withdrew.
Committee deliberated, and decided to request W. Brookes, Esq., M.P., to attend and give evidence at the next meeting. Clerk to prepare usual letter.
[Adjourned until Wednesday next, at *Eleven o'clock.*]

WEDNESDAY, 1 MARCH, 1871.

MEMBERS PRESENT :—

Mr. Lloyd in the Chair.

Mr. Farnell, | Mr. Dodds,
Mr. Hill, | Mr. Samuel.

William Brookes, Esq., M.P., called in and examined.

Witness withdrew.

Committee deliberated, and decided to consider the Report at next meeting.

[Adjourned until Wednesday next, at *Eleven o'clock.*]

WEDNESDAY, 8 MARCH, 1871.

MEMBERS PRESENT :—

Mr. Lloyd in the Chair.

Mr. Farnell, | Mr. Greville,
Mr. S. Brown, | Mr. Samuel,
Mr. Dodds.

Committee deliberated.

Chairman submitted Draft Report, which was read 1^o, as follows :—

DRAFT REPORT.

1. Your Committee have examined the witnesses named in the list* (whose evidence is appended hereto), and are of opinion that the Special Auditors appointed by the Government have performed the duty imposed upon them, and are entitled to be paid the charge they make, of £747 12s., which is not considered unreasonable for the time they were employed. **Vide List of Witnesses.*

2. "*It does not, however, so clearly appear by whom this payment should be made.*" The Government led the Auditors to believe they would be paid by the Borough Council, and afterwards promised to pay them, and deduct the amount from the endowment due the Borough Council, while the Council claim to be exempt, on the ground that the Auditors were not legally required to act, "*which is borne out by the evidence.*"

3. Your Committee cannot, therefore, recommend that the Special Audit Bill be proceeded with, as it would arbitrarily take from the Borough Council money which your Committee consider is not legally due by them.

4. Your Committee believe that the justice of the case would be met by the Government paying the Auditors, and making the best compromise they can with the Borough Council, who have evidently benefited by the audit.

Draft Report then read 2^o, paragraph by paragraph.

Paragraph 1 read and *agreed to.*

Paragraph 2 read and considered.

Amendment proposed (*Mr. Samuel*),—to *omit* the words "*It does not, however, so clearly appear by whom this payment should be made,*" with a view to adding at the end of the paragraph the following words :—"*Your Committee believe, however, that the Council availed themselves of the services of the Special Auditors, and that the Borough was largely benefited thereby, and ought to remunerate them. The Special Audit Bill is therefore recommended to the favourable consideration of your Honorable House.*"

Question *put*,—That the words proposed to be *omitted* stand part of the paragraph.

Committee

Committee divided.

Ayes, 3.
Mr. S. Brown,
Mr. Farnell,
Mr. Dodds.

Noes, 2.
Mr. Samuel,
Mr. Greville.

Paragraph further considered.
Amendment proposed (*Mr. Greville*),—to omit the words "which is borne out by the evidence,"
at the end of the paragraph.

Question put,—That the words proposed to be omitted be so omitted.

Committee divided.

Ayes, 2.
Mr. Samuel,
Mr. Greville.

Noes, 3.
Mr. S. Brown,
Mr. Farnell,
Mr. Dodds.

Question put,—That the paragraph, as read, stand part of the Report.

Committee divided.

Ayes, 3.
Mr. S. Brown,
Mr. Farnell,
Mr. Dodds.

Noes, 2.
Mr. Samuel,
Mr. Greville.

Paragraph agreed to.

Paragraph 3 read and considered.

Question put,—That the paragraph, as read, stand part of the Report.

Committee divided.

Ayes, 3.
Mr. S. Brown,
Mr. Dodds,
Mr. Farnell.

Noes, 2.
Mr. Samuel,
Mr. Greville.

Paragraph agreed to.

With the concurrence of the Committee, paragraph 4 was withdrawn.

Question put,—That the Draft Report, as amended, be the Report of this Committee.

Committee divided.

Ayes, 3.
Mr. S. Brown,
Mr. Farnell,
Mr. Dodds.

Noes, 2.
Mr. Samuel,
Mr. Greville.

Chairman to report to the House.

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1870-71.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON THE

BOROUGH OF NEWCASTLE SPECIAL AUDIT BILL.

THURSDAY, 9 FEBRUARY, 1871.

Present :—

MR. DODDS,
MR. FARNELL,
MR. GREVILLE,

MR. HILL,
MR. LLOYD,
MR. SAMUEL.

GEORGE A. LLOYD, Esq., IN THE CHAIR.

William Henry Mackenzie, Esq., senior, examined :—

1. *Chairman.*] You are an accountant? I am.
2. And engaged largely in auditing accounts of public companies and other institutions? Yes.
3. You reside in Sydney? I do.
4. Were you employed to audit the accounts of the Corporation of Newcastle? Yes.
5. With any other gentleman? With Mr. Buyers.
6. By whom were you appointed? By the Government.
7. In what way? By letter.
8. Have you that letter? I have. (*The witness handed in the same. Vide Appendix A 1.*)
9. What did you do on receipt of that letter? I wrote to the Mayor.
10. Have you a copy of your letter? I have. (*The witness handed in the same. Vide Appendix A 2.*)
11. Did you receive any reply to that? I did. (*The witness handed in the same. Vide Appendix A 3.*)
12. Have you any further correspondence? Yes. This is a copy of a letter acknowledging that letter, and also requesting the Mayor to put the proper notice in the paper, which is appended. (*The witness handed in the same. Vide Appendix A 4.*) I also produce the local newspaper, the *Newcastle Pilot*, of July 10th, 1868, and the *Government Gazette* of the same date, containing the advertisement I have just handed in.
13. Did you go to Newcastle on the 17th July? We did.
14. Who did you first meet at Newcastle? At the office we met Mr. Burrowes, the Town Clerk, and he mentioned that the Mayor was unavoidably absent that day at Maitland on some arbitration case, and said he had instructed him to attend to us, to give us all the books and vouchers and the use of the office, to afford us any explanation in his power, and to give us in fact his whole time.
15. Did Mr. Burrowes give you all you required? Yes.
16. How soon after that did you see the Mayor? The next day.
17. Had you any conversation with him? We had general conversation with him, and he saw we were at our work.
18. Did he express himself willing to assist you? Yes, in every way.
19. Did he assist you? There was no great assistance required from him, he having directed the Town Clerk to give us the books and vouchers. When we went into the books we made up our minds where we would commence from, and determined that it should be from the payment of the last instalment by the Government to the Corporation.
20. How long was that previously? It was due in February.

W. H.
Mackenzie,
Esq., sen.
9 Feb., 1871.

W. H.
Mackenzie,
Esq., sen.

9 Feb., 1871.

21. Was the endowment up to the month of December? No, up to a broken period in February.
22. The Corporation had received the endowment up to February? Yes; and we determined to commence the audit from that period.
23. Had you any communication with any of the rate-payers as to your taking the audit from an earlier period? Yes, we had with two who represented the petitioners who signed the petition sent to the Government for the appointment of the Auditors, namely, Dr. Brookes and Mr. Winship. This is a written programme which Dr. Brookes gave to us to follow, although we should have found it necessary to have done as they desired without such instructions, that is, we must have gone back to the beginning with our work.
24. What authority had Dr. Brookes to give you this programme? Dr. Brookes and Mr. Winship had been in correspondence with the Government with respect to the petition for the appointment of Auditors. We knew that, and we therefore received their instructions in the matter, though without such suggestion we should have felt it to be necessary for the proper audit of the accounts to go back to the beginning.
25. It is the fact that the Government communicated with Mr. Winship as the representative of the petitioners? Yes.
26. And you say Dr. Brookes and Mr. Winship put themselves in communication with you, and requested you to audit the accounts from the beginning of the Corporation? Yes, and this is the programme they gave us. (*The witness handed in the same. Vide Appendix A 5.*)
27. Did you adopt the course suggested by Messrs. Winship and Brookes? We were obliged to do so, for we found the books in such a state of confusion that it would have been impossible to have made an audit if we had not done so.
28. Was it a task of more than usual difficulty to make up an audit? We really made up the books of the Corporation.
29. Were there no books? The rate-books were all there, but not in a state to show what the Corporation should receive, nor were many of the rates extended into columns. There were no additions, in fact there was nothing to show their position but the rate-books.
30. Were any of the books deficient? The cash-book was not there, but only the bank-book, and we made our own cash-book.
31. Then did you make a cash-book from the commencement? We made a cash-book from the commencement of all payments and all receipts.
32. Where is that cash-book? Ours, I think, is with the Corporation—I think we left it with the Town Clerk.
33. How long were you engaged about this audit, from the commencement to the end when you sent in your report? Our report I think is dated in the month of October—we were just about ten weeks engaged in the work.
34. During that ten weeks were you at Newcastle? Yes.
35. Away from your business in Sydney? Yes; I had twice to come to Sydney as a witness in the Equity Court, but otherwise I was never away from Newcastle, except on Sundays, when I went sometimes to Maitland or Morpeth.
36. Was Mr. Buyers there also during that time? He was at work the same number of days as myself, although he might have been away on certain days when I was there, but we made up the number of days.
37. You completed this audit about October? On the 10th October or thereabout.
38. You sent in your report to Government? Yes.
39. Have you a copy of that report? No.
40. We can get that from Government? Yes.
41. What charge did you make for this audit? We made a charge at the rate of five guineas a day, for this reason,—we were working for nine, twelve, fifteen, and on some days even eighteen hours; otherwise, that is to say if we had worked only the ordinary hours, the time would have extended to Christmas. The Mayor gave me permission to use the books even at the hotel, and I therefore took home the papers and books with me, and worked on them until a late hour.
42. Is that a fair charge, a charge that would be made to any other institution for the same class of work? I should have charged the same for the same anxious and laborious work. If I had been asked my charge previous to the work commencing I should have mentioned that sum.
43. I suppose while you were at Newcastle you had to reside at an hotel, and were put to expenses you would not have incurred if you had been at home? We lived at an hotel, at the quietest place where we could get rooms of an evening.
44. *Mr. Hill.*] You do not mean that you had to hire rooms specially in which to do the work, but that you had one of the ordinary rooms as in all hotels? We could not work in a public room.
45. *Chairman.*] What was the total amount of your account? Altogether £747 12s.
46. Did you apply to any person for payment? Yes, to the Mayor of Newcastle.
47. Did you apply in writing? Yes.
48. Have you a copy of your letter? Yes. (*The witness handed in the same. Vide Appendix A 6.*)
49. Did you receive any reply to that? This is the reply, dated 21st December, 1868. (*The witness handed in the same. Vide Appendix A 7.*)
50. Did you get any further letter containing the decision of the Council? Yes. I do not see it here. I think I sent it to the Government.
51. Do you remember the purport of it? It was that the Corporation did not feel themselves bound to pay the amount of the claim for the audit, and that we must apply to the Government. It also enclosed Mr. Darley's opinion. I forwarded that letter and Mr. Darley's opinion to the Chief Secretary.
52. Was Mr. Darley's opinion that it should be paid by Government? It was. May I mention that in our claim for the sum of £747 12s. the words ran "for making up the books of the Corporation from 1st July, 1859, to 6th August, 1868, preparatory to such special audit, and also for the special audit"—for the special audit itself would not have occupied above ten days if the preparatory work had been all done.
53. But you had to make the books before you made the audit? We had.
54. Did you make any further application for the payment of your claim to the Borough of Newcastle? No, we applied to Government.
55. Have you a copy of that application? No, but I have here the reply to our application. (*The witness handed in the same. Vide Appendix A 8.*)
56. Have the Government paid you? They have not.

W. H.
Mackenzie,
Esq., sen.
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57. And the thing remains open to the present moment? Yes.
58. *Mr. Farnell.*] Who employed you to conduct this audit? I consider the Government were the parties who appointed us under the petitioner's request, because they refer to it in our appointment.
59. Then you received your appointment from Government? Yes, the Government, under the clause of the Act, appoint the Auditors.
60. Why did you then apply to the Corporation of Newcastle? Because the Government referred to a clause in the Act where provision is made for payment for such purposes upon the application of so many petitioners.
61. Then having been employed by the Government you had nothing at all to do with the way in which the Government had been set in motion? No, excepting in reference to the clause mentioned in our appointment to the effect that, under such circumstances, the Corporation would pay the amount, therefore we applied to the Corporation.
62. *Mr. Hill.*] Not at the instance of the Government? Under the Act.
63. If I recollect rightly, you had nothing to do with the Corporation but to apply for assistance and information, which you did? Yes. It seems to have been the impression that, because the cash-book was not to be found in the office, we should have waited and corresponded with the Government to learn what course we should take before proceeding to make our audit. There is no mention of a cash-book in the Act, but only of a bank book in which the payments should be entered.
64. *Mr. Farnell.*] I understand you were appointed by Government to audit the accounts of this Corporation, and in order to audit them you had to make up books, owing to the proper books not being forthcoming? Yes.
65. Do you think there should have been a division of the charge in consequence of your having had to make up these books; and that this charge might be fairly made to the Corporation, supposing the cost of the audit were borne by the Government? I think the Corporation was fairly chargeable for the making up of these books.
66. Then there would have been two accounts, one for the making up of these books and the other for the special audit for which you were appointed by the Government? If you look at it in that light I thought the Corporation would be glad to have their books set in order, and to know the position of their affairs; because a charge had been made against the Town Clerk that he had not accounted for all the moneys he had received, and the Mayor himself was desirous that we should find out if there were any deficiency, and if so, in what year it occurred. We therefore, in compliance with the wish of the petitioners, went through all the books, and read all the minutes of the Council, to see if we could trace any defalcations.
67. What do you consider was the value of the work of making up the books prior to commencing the audit? Fairly, I should say about two-thirds of the whole amount. I think the audit would have occupied about ten days, commencing from the time of the last payment.
68. Did you find any defalcation in the accounts? There was a very small sum; I think 11s. 4d. We stated the amount in our report.
69. The Government have that report? They have.
70. *Mr. Samuel.*] You were asked just now whether you were employed by the Government? I consider that we were appointed by the Government,—employed by the Government under the Act.
71. *Mr. Farnell* put the question whether you consider that so much should be paid by the Government and so much by the Corporation? My idea was that the Corporation should fairly pay for the performance of the work which had been neglected by them. The books were in such a state that it was impossible the audit could be made without the preparation of the books.
72. Was the whole of that work done for the benefit of the Corporation? Yes; as, in the prosecution of our work, we discovered there had been rates in arrear for some time, amounting to a large sum, and £1,400 has since been received as Government contribution.
73. Then they did benefit to a large extent by your labours? Yes; and in addition to the sum of £1,400, a sum of about £560 was received from the Government by our labours,—the Treasurer having returned the Corporation claim for endowment to September, 1868, to be amended; and which amendment was made by us, and I believe could not have been done by the Town Clerk or any one at the office at that time.
74. Can you point out any benefit the Government derived from your labour? None; the Corporation received all the benefit; the Government had to pay a larger contribution.
75. During the time you were at work was any objection made to your mode of proceeding, by the Mayor or by the Members of the Corporation? None whatever; on the contrary, we were encouraged to proceed.
76. Was it your impression at the time that you were in the service of the Municipality, through the instrumentality of the Government? Yes, I thought it was for the benefit of the Municipality.
77. And neither any of the fifty petitioners nor the members of the Corporation objected to your proceeding with this work? Never.
78. They took advantage of your labours afterwards by collecting these arrears of rates? Yes.
79. And also obtained an increased endowment from the Government? Yes.
80. *Chairman.*] Did the Corporation make any other objection to paying you, than that they considered the Government responsible? Not a word; the Mayor thought the charge reasonable.
81. *Mr. Samuel.*] Are you aware that the Government refused to pay the endowment of the Corporation until some arrangement was come to with reference to the amount due to you? I heard so from yourself when you were Colonial Treasurer.
82. Are you aware that they threatened to bring an action against the Government? Yes.
83. And that they afterwards withdrew the proceedings? Yes.
84. *Chairman.*] What amount of rates did you find in arrear? About £3,000.
85. Did your going away from Sydney interfere with your usual business? It did greatly; I had at the time several estates in my hands, about which I was very anxious, and I had to come to Sydney as witness in the Equity Court when I attended to these.

William Buyers, Esq., examined :—

- W. Buyers, Esq.
9 Feb., 1871.
86. *Chairman.*] Were you in 1867 engaged as a professional accountant? I was.
87. And employed to audit the accounts of various private firms and public institutions? Yes.
88. Were you employed to go to Newcastle to audit the accounts of that Borough with Mr. Mackenzie? I was.
89. By whom were you appointed? This is my appointment. (*The witness handed in the same, which was couched in similar terms to the letter laid before the Committee by Mr. Mackenzie. Vide Appendix A I.*)
90. In consequence of that letter, did you communicate with the Corporation of Newcastle? We did.
91. And did they express themselves to be willing you should audit the account? We had a letter from Mr. Hannell to that effect.
92. In consequence of that letter and of this appointment did you go with Mr. Mackenzie to Newcastle? I did.
93. On your arrival there had you the books and papers placed at your disposal? Yes, all there were there at the time.
94. By whom? They were left by Mr. Hannell, who had gone to Morpeth, I believe, in the morning, on some arbitration matter, and he had left directions with Mr. Burrowes that we should have all the books and papers necessary. He also left a message to us to the effect that he regretted he should not be able to be present to receive us.
95. Did you see Mr. Hannell after that? Yes, frequently; almost daily.
96. Had you any communication with the petitioners with reference to this audit? If I recollect well, I think we wrote a letter to Mr. Winship stating that we had arrived there, and should like to see one or two of them. Mr. Winship and Dr. Brookes called on Saturday morning, which was very rainy, just as we were starting to the Council, and asked us what we were going to do. Mr. Mackenzie and I had arranged that we should not go further back than the account rendered and certified as correct for receiving the endowment. Dr. Brookes suggested to us that that would not be satisfactory to the petitioners, and said we should require to go to the commencement of the accounts. He also handed a programme that had been prepared by him and other members of the Committee on behalf of the petitioners.
97. Is that the programme (*referring to paper handed in by Mr. Mackenzie*)? Yes.
98. Mr. Winship and Dr. Brookes, as you conceived, on behalf of the petitioners, requested you to make the audit from the commencement? Yes, they represented themselves as a Committee appointed by the petitioners, who had met, I think, on the previous evening.
99. Did you make that audit? We had to make up the books first.
100. You found the books in confusion? We found the books in very great confusion, especially the rate-books, which formed the principal means of checking the receipts and expenditure. We had to make up these rate-books, and previous to that we had to make up a cash-book from the commencement, which we checked with the bank-book. We found no cash-book, and thought the cash-book should be forthcoming; in fact that was one of the sore points. Mr. Burrowes said it was lost, and of course we had to make up a new one, showing the receipts and expenditure from the commencement of the Municipality.
101. How long were you employed? We began in July I think, and finished in October. I did not keep the dates, but every day Mr. Mackenzie and myself minuted our proceedings and signed at the end of each day.
102. Did you make your report? We did.
103. To whom? To the Colonial Secretary.
104. Did you send in an account? We did.
105. Do you remember the amount? I think about £700.
106. Was that a fair charge? I considered it so for the work, and that during the time our own business fell into arrear; in fact I had to employ a person to assist and to work for four or five months to overtake some important work I had in hand.
107. Any less charge would not have paid you? I do not consider the charge was too much for the services I rendered, for both Mr. Mackenzie and myself worked not only during the ordinary hours, but after candle-light at the hotel.
108. When you sent in your account, to whom did you apply for payment? Really I cannot say.
109. Did Mr. Mackenzie attend to that? Mr. Mackenzie has taken the whole control of the correspondence, and has all the documents relating to the matter.
110. Was there any reason given why the account should not be paid? I have heard of none.
111. Why is it then you are not paid? I believe it is owing to some misunderstanding existing between the Government and the Municipality. The Municipality obtained an opinion from Mr. Darley that they were not entitled to pay. The Government then proposed to pay us out of any endowments to which the Municipality was entitled, but found there was not sufficient to cover our account.
112. Did the Corporation object to pay at all on account of the amount of your charge? I never understood so. I understood that Mr. Hannell had expressed himself satisfied with the amount of work done, and never referred in the least to the charge.
113. *Mr. Farnell.*] Was it necessary for you to make up the books of the Corporation in order to obtain a correct audit? We thought so, and did it at the request of the petitioners; we could not have made a correct audit unless we had laid a foundation for it.
114. Would you have done it if you had not been requested by the petitioners? We would not have gone back further than the receipt of the last endowment from the Government; but when we informed the petitioners of that, they immediately brought us in this programme,—Messrs. Brookes and Winship acting on behalf of the petitioners.
115. You were then made aware that they were attending on behalf of the petitioners? As I have stated, they represented themselves to be a Committee from the petitioners; and in that capacity they called upon us.
116. You were not engaged by the petitioners, or by those who called upon you to audit the accounts? I suppose we were appointed in compliance with their petition.
117. You were not acting under their direction? We certainly got their directions, and the course they suggested was the one we had laid out for ourselves. We saw that Mr. Winship was the party who had been communicating with the Government, and that was the reason we addressed him. He and Dr. Brookes called the next day.

118. Did you apprise the Government that it would be necessary to make up the whole of these books in order to make a correct audit? No, we did not think it necessary.

119. *Mr. Hill.*] Had the books been well or badly kept? Very irregularly; in fact I have no hesitation in saying they were disgraceful to any Municipality. Even from the commencement, not a single rate-book was made up, and we had to make them all up, and in doing so we found a large amount of arrears, which they subsequently received.

120. *Mr. Dodds.*] In consequence of the request made to you by Dr. Brookes and Mr. Winship, you went into the accounts further back than you would otherwise have done? Dr. Brookes said it would not be satisfactory to the petitioners, and that it was impossible we could make a correct audit, unless we went to the very commencement of the Municipality.

121. Do you know of your own knowledge that Dr. Brookes and Mr. Winship were rate-payers of Newcastle, and entitled to speak in this matter? We saw their names were entered in the rate-books.

122. And they represented the petitioners? They distinctly stated to us that they were a deputation from the Committee of the petitioners, appointed to wait on us.

123. *Mr. Samuel.*] It was on behalf of the petitioners these gentlemen requested you to go back with the books? Yes.

124. Did the Mayor and Corporation or the members of the Municipality assent to your doing so? They never dissented; in fact Mr. Hannell expressed himself as very much pleased we had done so.

125. Mr. Hannell was the Mayor at the time? Yes, we made him aware of the deputation's communication to us, and of what we intended to do; and he said—"Very well, you shall have all the assistance Mr. Burrowes can give you."

126. They were assenting parties? They never dissented; in fact Mr. Hannell was pleased with what we had done, because it enabled him to satisfy himself with regard to Mr. Burrowes' conduct in certain matters, and he also gave us the liberty of bringing the municipal rate-books with us to work up a question for him.

127. *Chairman.*] Do you remember what amount was found to be in arrear? I think we made up something like £4,000,—between £3,000 and £4,000.

128. Did the Municipality receive any further endowments in consequence of your discovery? The last account was returned to them as incorrect, and we had to go back and give them some assistance. The error arose from some arrears, but I do not think any endowment has been made since the last audit, excepting the portion of the £2,000 or £3,000.

129. *Mr. Farnell.*] What discrepancy did you find in the books of the Corporation? I do not think we found out any.

130. You found the accounts all right? We found, in working out the accounts, all the amounts had been accounted for.

131. I may tell you that Mr. Mackenzie has stated there was a discrepancy of 11s. or 12s.? Of course I know that, but I do not think much of that in the accounts of a municipality extending over ten years.

132. *Mr. Dodds.*] Do you consider that the Corporation got a great benefit from your labours in the way of additional endowment? I do; and had we ever dreamed that any question would be raised as to the payment, I should have been disposed, though I might not have been legally justified, to have retained the books.

133. What led you to believe the Corporation would pay you? The proceeding of Mr. Hannell.

134. He did not employ you? He gave his consent, and told us the books were all ready.

135. He did not employ you to perform the audit? I am not prepared to say whether he did or did not; at any rate he never dissented, of course if he had refused we would have been prevented from going on with the audit.

136. *Mr. Samuel.*] It was within the power of the Corporation to have prevented you? Of course it was; we asked Mr. Hannell to insert the necessary advertisement, and he assented to it; he gave us every facility morning by morning to proceed with the work, and never objected to what we were doing.

THURSDAY, 16 FEBRUARY, 1871.

Present:—

MR. DODDS,	|	MR. GREVILLE,
MR. FARNELL,		MR. HILL.

GEORGE A. LLOYD, Esq., IN THE CHAIR.

James Hannell, Esq., examined:—

137. *Chairman.*] You are Mayor of the Borough of Newcastle? I am.

138. And you were Mayor in the year 1868? Yes.

139. And at the same time a Member of the Legislative Assembly? At the same time.

140. You are aware that a special audit was required of the Newcastle Borough accounts? I am aware that a petition was sent in to the Government for the appointment of Special Auditors.

141. By whom was that petition sent in? It purported to be signed by fifty-seven rate-payers; and although the whole of those who signed were not rate-payers, I have compared the signatures with the rate-books and find there are about fifty.

142. Although all who signed were not rate-payers, a sufficient number signed to make the application legal? I think the Governor has the power of his mere motion to appoint a Special Auditor, and that any individual rate-payer would have the power to ask His Excellency to do so, but there must be an application from fifty rate-payers to put the Auditor in motion.

143. Did the Government appoint Special Auditors? Yes.

144. Who were the gentlemen appointed? Mr. Mackenzie and Mr. Buyers.

W. Buyers,
Esq.

9 Feb., 1871.

J. Hannell,
Esq.

16 Feb., 1871.

- J. Hannell,
Esq.
16 Feb., 1871.
145. Were you as Mayor informed by the Government that these gentlemen had been appointed? I think we were—I think the papers show that. (*The witness referred to the papers before the Committee.*) Yes, there is a letter from the Principal Under Secretary to the Mayor of Newcastle, dated 18th June, 1868.
146. We have this letter among the printed papers ordered by the Legislative Assembly to be printed? Yes.
147. You received that letter? Yes.
148. Did you receive any letter also from the Auditors? I think there was a letter sent by the Auditors to me, intimating their appointment; and I sent a reply saying that when they came I should be glad to render them all the assistance in my power in furtherance of their object.
149. Did the Auditors, in a letter to you, ask you to be good enough to put an advertisement in the Government and also in the local paper informing the public that they were appointed Auditors, and the date on which they would be at Newcastle? They did not ask me, but they did it themselves; I think they sent the advertisement to the Town Clerk.
150. They have stated that they wrote a letter to you? Either to the Town Clerk or to myself. I think they sent the form of advertisement; it was not done by us, but at their request.
151. Did they come to Newcastle to audit the accounts? Yes.
152. Did they put themselves in communication with you on their arrival? They did.
153. Did you hand over the books to them? Yes, we gave up possession of the office to them entirely; what work was done by myself and the Town Clerk we had to do in another office. We gave up possession of the books, papers, office, and key of the door.
154. During the time they were auditing the accounts you rendered them all the assistance in your power? Yes, whenever they appealed to me for any information upon matters which did not appear clear to them I gave it, and I instructed the Town Clerk to render them every assistance in his power if I were not on the spot.
155. Are you aware whether they communicated in any way with the gentlemen who sent in the petition, or with any of them? Not of my own knowledge.
156. Are you aware that any suggestion was made to them by Mr. Winship or Mr. Brookes as to the manner in which the accounts should be audited? Not of my own knowledge—I have no personal knowledge of the fact, but I have reason to believe such communication was made to them.
157. Were they a long time engaged upon this audit? Yes, I think it extended over a period of three months, or perhaps more.
158. When they had finished it did they communicate the result to you? No.
159. To whom did they communicate the result? To the Colonial Secretary, and I sent a telegram to the Colonial Secretary, which you will find in the papers published by order of Parliament, No. 9.
160. And I presume you received the reply No. 10? ———
161. Did you afterwards receive their report? Yes, it was supplied to us from the Colonial Secretary's Office; it is among the papers, No. 8.
162. Is that report correct? I believe it to be thoroughly and completely correct, and it shows an extraordinarily favourable state of circumstances; no mercantile or banking institution could make a more gratifying statement. It shows that during the existence of this Corporation, extending over a period of eight or nine years, no defalcations or misappropriation of money had taken place.
163. This audit was made from the commencement of the existence of the Corporation? Yes, and I believe it was very carefully made. I have looked over the books these gentlemen had before them, and I have noticed that when they were not fully satisfied they checked the accounts not merely once but two or three times.
164. Did these gentlemen send in an account to you for this audit? Yes.
165. Do you remember the amount? Seven hundred and some odd pounds.
166. Did you think it a fair charge? We thought it an extraordinarily high charge.
167. Did you make any objection to it? We did not consider ourselves in any respect liable for it, and we intimated as much to them.
168. Did they make any further application to you for payment? I think Messrs. Stephen and Stephen did.
169. Do you remember what resulted from that application? We, to make ourselves secure and to satisfy ourselves whether we were under any legal liability in any way, took counsel's opinion upon the subject—we obtained Mr. Darley's opinion.
170. Have you that opinion? I have it here. (*The witness handed in the same. Vide Appendix B 1.*)
171. Is Mr. Darley's opinion favourable or unfavourable to the Corporation of Newcastle? Strongly in favour; it is that we are not in any respect liable, all the conditions precedent not having been complied with.
172. Upon whom does Mr. Darley lay the blame, if any? He does not give, and was not asked an opinion upon that point.
173. Do you know what steps these Auditors have taken to obtain this money in any other way? I do not know, unless by application to the Government.
174. Are you aware whether they have been paid up to the present moment? I believe they have not been paid. I believe the Government must see clearly that they are legally liable, hence the necessity for this Bill to obtain authority to pay it.
175. You are aware that this Bill provides for the amount being deducted from the amount due to the Corporation? Yes, and I think the Government would by so doing commit an arbitrary and unconstitutional act. The Municipality having fulfilled all the conditions required by law to entitle them to receive the endowment, the Government could have no power to violate the law by withholding the endowment. I may state further, for the information of the Committee, that when we found the Government were determined to withhold the endowment (as it had done for two or three half-years), we applied to the Governor for authority to sue the Government in the Supreme Court, in order that the question whether the Auditors had any claim upon the Corporation might be decided by the laws of the country. We obtained His Excellency's sanction and commenced proceedings in the Supreme Court. The Attorney General on the part of the Government demurred to our declaration on technical grounds, one of which was that the Governor not having issued his warrant to the Colonial Treasurer the Colonial Treasurer could not authorize the payment. Every one knows that the Governor cannot issue his warrant until he is advised by the Executive Council to do so. Upon this mere low technical ground, which I consider a contemptible

- contemptible proceeding on the part of the Government, we were denied the right of having the question tried by the Supreme Court. J. Hannell, Esq.
176. Who was the Attorney General? Sir William Manning. (*The witness handed in the demurrer. Vide Appendix B 2.*) I have also here Mr. Darley's opinion advising that we should not contest the demurrer. (*The witness handed in the same. Vide Appendix B 3.*) 16 Feb., 1871.
177. You did not contest it? No.
178. You have done nothing more in the matter since? No, except to draw up and sign the petition to this House presented by yourself.
179. Are you aware what amount is now due to you by the Government? No, I do not think it is very large, but the Government have not only stopped the endowment, there is some other income which we should derive from the Towns Police Act, amounting to some £300 or £400* of which we are deprived.
180. Is the amount due to you by the Government larger than that due by you to the Auditors? Not so much I think.
181. You believe the Auditors should be paid by somebody? I think so.
182. They did their work well? They did it thoroughly and well.
183. *Mr. Farnell.*] It has been stated in evidence by one of the Auditors, that owing to their labour in making up the books, the Municipality of Newcastle has been enabled to recover a large amount of arrears of rates? I think that is a mistake on their part, as in 1868 and 1869 I recovered from £1,600 to £2,000 arrears of rates without reference to the list of arrears of rates they had left, by simply going to the books, which showed from whom the amounts were due, and how they were due, and by the issue of distress warrants and by suing in the Small Debts Court.
184. Was it really necessary for the Auditors to make up these books from the commencement of the incorporation? Decidedly, it was the most satisfactory course, inasmuch as the cash-book had disappeared in the most mysterious manner. The Town Clerk asserts that he left the cash-book on the afternoon of his suspension, and handed the keys to the then Mayor, and it has never been discovered since. Fortunately there was in the office the means of making up a cash-book from the documents there. There was a system established by myself when the Municipality was started, requiring the Town Clerk to prepare a statement of all moneys received by him on each day; and these statements, countersigned by the Treasurer, were submitted to the Council at each meeting, and subsequently these were filed in the office, and from these documents the Aldermen were enabled, before the special Auditors came, to see what arrears of rates were due, and how the financial affairs of the Municipality stood. Such as we were enabled to satisfy ourselves had been paid we marked off in red ink, and when the Auditors came they found everything satisfactorily accounted for.
185. Was the making up of these books any advantage to the Municipality? It showed the true position of affairs, gave confidence to the rate-payers in the administration of their affairs, and proved that there had been no corruption or malversation.
186. Do you know how much time was occupied by the Auditors in making these books, as distinguished from that in which they were employed auditing the accounts? I do not think it would have occupied more than a week to make the audit merely.
187. Then the greater part of their time was occupied in making these books? In seeing the amount of money that had been received, in examining the vouchers for the expenditure, and vouchers were found for every penny of expenditure.
188. I understood you to say that the Council did not set the Auditors in motion? Not in any respect; the accounts were examined twice a year by Auditors, who were elected for that purpose by the rate-payers.
189. Did the rate-payers set the Special Auditors in motion? No.
190. They merely petitioned the Government to appoint two Auditors? The papers clearly show that.
191. *Mr. Greville.*] Did the Corporation in their corporate body take any objection to the Auditors performing the work for which they charged? They made no objection, believing the Auditors were appointed by the Government, but assisted them by every means in their power.
192. You say you think the full complement of fifty rate-payers demanded the appointment of Auditors? I think there were fifty *bonâ fide* rate-payers, and although the large majority of them were very small rate-payers, still they were rate-payers.
193. When these Auditors were appointed, do you think these fifty rate-payers who signed the petition for their appointment, if they had known it was necessary for them to sign another document for the purpose of putting the Auditors in motion, would have refused their signature? I cannot say; I know there was the greatest possible difficulty originally to get fifty signatures to this petition.
194. But they did get them? They did get them.
195. Do you think the same men who signed this petition for the appointment of Auditors would have objected to sign another document to set them in motion? I think so, when the excitement had had time to cool down.
196. If they had waited a sufficient time? Yes.
197. I am speaking of the time when the Auditors arrived in Newcastle, and before they began their work; do you think fifty persons could not then have been found to sign the necessary document to set them in motion? I do not think they could. I believe, in the interval of the memorial being sent in and of the Auditors commencing the work, the public mind had been disabused to a large extent of the impression that there had been anything like corruption on the part of the Corporation or its officers. Of course in Newcastle, as in every other place, there are a great many mischief-making people who desire to keep the public in hot water to serve their own purposes. The result has proved that the course taken by the Corporation and aldermen was correct.
198. That has been shown by the audit? It could have been done by the aldermen as well as by these gentlemen.
199. It could have been, but could it have been done to the satisfaction of the public, who did not believe in the aldermen? The aldermen could have done it themselves, or they might have called in an accountant, as I propose to do, to realize our true position at the commencement of the current year.
200. It appears that the objection to the payment of this bill is a technical one,—that fifty-seven persons signed

* Revised:—£40 or £50.

J. Hannell, Esq. signed a petition for the appointment of Auditors, but did not comply with the Act requiring them to sign one to set them in motion? I think the Government blundered the matter, and I think also that those who signed the petition did the same, and when people violate the law they must put up with the consequences.

16 Feb., 1871.

201. Had the necessary document been signed by fifty petitioners, could the Corporation have then objected to the payment of this bill? No.

202. Then it is merely a technical objection? It is an objection based upon the belief that the Government were not warranted by law in taking the course they did.

203. *Mr. Hill.*] Did the loss of the cash-book take place before the Auditors arrived in Newcastle? Yes.

204. Did that loss create much delay on the part of the Auditors? I think so, because they say in their report they had to make a cash-book for themselves by going through the whole accounts from the commencement.

205. Were the Auditors employed all the time, from day to day, till the work was completed? I think there were short intervals of absence, for which they made no charge.

206. The public office was given up to them? Yes.

207. Therefore there was no extra expense incurred on that account? No. I may state that the Corporation were perfectly aware that a large amount of arrears were due before the appointment of the Special Auditors, and as is shown by the papers before the Committee.

208. *Mr. Dodds.*] With the knowledge you had, could you have recovered the amounts without the assistance of these Special Auditors? Yes, I have recovered nearly half the amount myself.

209. Stress has been laid by the Auditors upon the circumstance that a large amount has been collected as the result of their labours? I did not use their books at all, as will be seen by the fact that not a memorandum has been made by me with reference to them. Before I issued a single distress warrant, I examined the old books of the Corporation, which were in existence before the Auditors were appointed, to satisfy myself that I was perfectly justified in doing so; and I would not take the amounts from any other source.

210. Then the loss of the cash-book did not prevent your discovering the amount of arrears? Not at all, because in the rate-books we had a column for the date of the payment, and I always insisted that the Town Clerk should enter the payment at the moment he received it, and when I was there it was always done.

211. *Mr. Greville.*] Has any one besides the Borough of Newcastle been benefited by this audit? I do not think so.

212. *Mr. Farnell.*] What is the annual endowment you receive from the Government? For the first five years we received one pound for each pound contributed by the rate-payers, for the second five, ten shillings for each pound, and for the third five years five shillings. We are now in the third five years.

213. *Mr. Dodds.*] You have stated that you raised no objection to the Auditors proceeding with the work? No, we gave them all the assistance in our power.

214. *Chairman.*] You were satisfied that the accounts were correct, and were anxious to prove to the satisfaction of the public that they were? Yes.

215. *Mr. Dodds.*] You consider that the special audit could not have been completed without commencing from the beginning of the Corporation? I think so; but it might have been done without paying Special Auditors five guineas a day for the purpose—Auditors might have been chosen, or aldermen, who could have done the work as well.

216. Then the special audit arose from the excitement of strong political feeling, and not so much from a desire to get at the true state of the accounts? From misrepresentations that were made to suit party purposes.

217. *Mr. Hill.*] Was it your impression at the time that the Government would have to pay the cost incurred by the audit? Yes. I had a knowledge of the contents of the memorial that had been sent down—I knew what the application was.

218. *Mr. Dodds.*] From your experience, can you say whether the Town Clerk was an efficient officer or otherwise? I think a very efficient officer and an honorable man.

219. He has been in the office of Town Clerk a number of years? Some four or five years.

220. *Chairman.*] Is Mr. Burrowes the Town Clerk? Yes.

221. You have I believe been requested by the Municipal Council to watch this case in its behalf? I have.

222. Do you think it desirable that any other members of the Corporation besides yourself, or any other witness from Newcastle, should be examined? I do not think any one outside of the Corporation can know anything of the circumstances, and I do not think any member of the Corporation can give any other information than I have given. The Council have authorized me to employ any legal assistance I may think necessary, if the Committee will allow it.

WEDNESDAY, 22 FEBRUARY, 1871.

Present:—

MR. FARNELL,

MR. HILL.

GEORGE A. LLOYD, Esq., IN THE CHAIR.

Henry Halloran, Esq., examined:—

H. Halloran, Esq. 223. *Chairman.*] You have been requested to attend this Committee to produce some papers from the Colonial Secretary's Office with reference to the special audit of the accounts of the Borough of Newcastle—Do you produce those documents? I have with me the opinion of Sir William Manning, which I believe is the paper you specially refer to, dated 11th June, 1869. (*The witness handed in the same. Vide Appendix C.*)

22 Feb., 1871.

224. Are there any other papers in your possession besides those already printed by order of the House, which you think would throw light upon the matter under the consideration of the Committee? I do not think so. I should like to make this remark,—that a misapprehension appears to exist in reference to the Government

Government having set these Special Auditors in motion. If you look at the letter addressed to these gentlemen, and to the Mayor and the petitioners, you will find that they are simply informed that such and such persons are appointed Special Auditors under a certain section of the Act, to which they are referred; but there is no statement in the appointment of Mr. Mackenzie, or of his co-Auditor, to the effect that they will "proceed accordingly,"—words which would have been inserted if the Government had intended to do any more than give the appointment.

H. Halloran,
Esq.

22 Feb., 1871.

225. But there is a memorandum stating that the Government will pay them? Yes, but it does not say from what source.

226. Does Sir William Manning in his opinion say which is liable—the Government or the Corporation? He says he thinks the Corporation should pay; he differs from the opinion of Mr. Darley, which is, of course, special and exceptional.*

WEDNESDAY, 1 MARCH, 1871.

Present:—

MR. DODDS,
MR. FARNELL,

MR. HILL,
MR. SAMUEL.

GEORGE A. LLOYD, Esq., IN THE CHAIR.

William Brookes, Esq., M.P., examined:—

227. *Chairman.*] You are a Member of the Legislative Assembly? I am.

228. And a resident in the Borough of Newcastle? Yes.

229. You were once Mayor of that Borough? I was, in 1867.

230. Do you remember anything connected with a special audit being required by the burghers? Not in 1867, during my mayoralty.

231. After your mayoralty do you remember such a thing? Yes.

232. Does it come within your knowledge what steps were taken to obtain that audit? I believe that fifty of the inhabitants, rate-payers, signed a memorial, in the usual form, to the Colonial Secretary, praying that he would appoint a Special Auditor to investigate the accounts.

233. Were you one of the fifty? No; I declined to have anything whatever to do with it.

234. Are you aware whether the Government appointed Special Auditors? I am aware that Special Auditors were appointed in consequence of that petition.

235. When these Special Auditors came to Newcastle had they any communication with you? Yes. The first knowledge I had of these gentlemen having come up for the purpose of auditing the Borough accounts was their appearance at my own house stating that Mr. Alderman Winship, with whom the Government had corresponded, and who was the chief petitioner, had neglected to show any attention to them, although they had intimated their coming to him, and that in consequence they hardly knew how to proceed; that seeing my name to various documents, and especially to the half-yearly accounts of the preceding year as Mayor, they thought it would be well to apply to me for advice and information respecting certain facts. I told them that I had ceased to take any interest whatever in municipal affairs at Newcastle, but, at their urgent request, I gave them such information and advice, and I promised at their instance to see Mr. Alderman Winship, and induce him to take the interest in the matter he ought to do as one of the petitioners. In pursuance of that promise I did see Mr. Alderman Winship, who requested me to accompany him to the Great Northern Hotel to meet these two gentlemen. This I did,—but not in the capacity of one of the petitioners, which I was not,—solely at their request.

236. Did you suggest to these gentlemen any plan by which the audit should be carried out? I did. I suggested to them that they would find the assessment books up to 1863 regularly bound and in good condition. I told them where they would find them. I suggested to them that they would find the arrears of rate-book kept up to 1863, and not afterwards, and advised that they should take the assessment books, ascertain what the assessors had valued the property at; that they should then go to the rate-books, ascertain what amount, if any, had been deducted from the assessment by appeal, and then to have recourse to the arrear of rate-book up to 1863, which would all help to check each other. I begged of them when they had arrived at that point to come to me again, and said I would then give them further advice, because after that period I knew the accounts were very irregular and very imperfect; but they did not do so.

237. Had you reason to be dissatisfied with the manner in which the accounts were kept while you were Mayor? Decidedly so.

238. Was it your opinion that the accounts were in a very confused state, and that they wanted investigation? Yes. During the time I was Mayor, for my own satisfaction, I obtained the assistance of three gentlemen—Mr. A. K. Smith, of Melbourne, Mr. Alexander Brown, of Newcastle, and of Mr. Betts, the Town Clerk, *pro tem.*, and these gentlemen with myself went through the books as far as we had them—the cash-book having been stolen.

239. Stolen? Stolen.

240. While you were Mayor? Yes. And we discovered that the Town Clerk had received rates to the amount of some £500 for which there was no record in any books in the office whatever.

241. Did you take any other course than that you now describe to get the books put into order while you were Mayor? I hardly know how to answer that question. I may state, however, that there was a large volume intended to contain three years' rates, and numbered in gilt letters 1865, 1866, and 1867; and finding that the rates for 1866 were not included in that book, but that a bundle of papers which had been used by the assessors constituted the rate-book for that year, and that other irregularities had been committed, I suspended the Town Clerk—

242. Then was he restored during your mayoralty? No. I suspended him several times, and he was

as

* NOTE (on revision):—I mean by this, that it was hardly on view of the whole matter, but on the claims of those by whom he was employed to give an opinion.

W. Brookes,
Esq., M.P.

1 March, 1871.

- W. Brookes, as often reinstated. I persisted in suspending him until a proper investigation was made, knowing that there was a determination to restore him, and that the power of suspension rested with the Mayor.
Esq., M.P.
- 1 March, 1871. 243. Did you report to the Borough Council that you had suspended the Town Clerk? Every time.
244. And they reinstated him? Yes.
245. By a majority? By a majority of one.
246. *Mr. Dodds.*] They refused to confirm the suspension? Yes.
247. *Chairman.*] And he continued to be Town Clerk until your mayoralty expired? Not on duty so long as I remained Mayor, but he was reinstated by Mr. Hannell when he was made Mayor the next year.
248. During the time you were in office you had no power to get the books into the state you would have liked to have seen them? No.
249. In your opinion it was absolutely necessary that a proper examination of them should be made in order to ascertain what deficiency existed? I may state that upon my entering into office I was aware that a very large amount of arrears existed, that some persons belonging to certain families had never paid a rate since the institution had existed, and I therefore had a return made of all the arrears and discovered that over £3,000 of arrears existed. That return was prepared nine or twelve months before the appointment of Special Auditors, and is on record in the office. After that I began to issue a series of warrants for their recovery, but I gave strict injunctions to the Bailiff never to execute a warrant, but to make the party aware that it was placed in his hands. I had a great aversion to a measure of this kind, and I believed we could get the money without execution. However, a very small portion of that £3,000 was got in, in consequence of the clerk whose duty it was to fill in the warrants having filled several in incorrectly and exposed us to lawsuits, one of which was tried at East Maitland. It was as flagrant a case as could be; it was a rate that had occurred in 1862 during the occupancy of the house by one Dunn. On the butt of a small book in the office used as a form of notice to persons in arrear, which contained all the information necessary as to the date of accrual, and the date of the service of notice by the Bailiff, Alexander Flood, and yet the Town Clerk filled in the warrant with the day of the month wrong, the name of the month wrong, and the year wrong. On a subsequent investigation the Town Clerk was asked by Alderman Rodgers "Where did you obtain the particulars from with which you filled up the form of notice served upon Horden, and that supplied to the City Solicitor engaged in defending the action for damages, for illegal distraint, instituted by Horden against the Corporation?" He could not say positively from whom he obtained it. I then asked him "Did you get it from any book in the office, or how did you get it?" He replied—"I guessed it." That reply is a matter of record. It was taken down by Mr. Alderman Stokes in the office, he acting in the capacity of Secretary to the Committee of Investigation. Such was the state of things.
250. Did you recommend the Auditors to commence their audit from the commencement of the incorporation? Yes, I saw no other satisfactory mode of doing it.
251. Are you aware whether the Auditors discovered these arrears in the rates that you discovered—did they confirm your discoveries? I do not know what they discovered; but I know there was on record, before their appointment, that there were arrears of rates to the amount of £3,000.
252. Through the instrumentality of the Auditors was this money ultimately recovered? Most decidedly not.
253. Did no advantage accrue to the Corporation from the services of the Auditors? I think not. It was no audit, for these reasons:—In the first place the books, as they admit in their report, were very badly kept—so much so that there were two or three names put to each property in many cases; on one page there were as many as thirty different entries, so that it was almost impossible to say who were really the rate-payers. I begged the Auditors, when they had gone as far as 1863—up to which date the books were complete—as they had besought my assistance, to come to me again, but they did not do so. Now, from the fact of there being £500, or nearly, that we could trace, the Town Clerk had received in the shape of rates—of which there was no record in the office—both the rough cash-book and the other having been stolen on the night I suspended the Town Clerk—I say they did not make a proper audit, because they could not make an audit, in the proper sense of the term, without the cash-book; and that the Auditors sent down by the Government should have taken means for the discovery of the cash-book, as I had desired them to do.
254. Are you aware whether the Auditors employed by the Government made the best audit that it was possible for them to make? I doubt it, and I have been informed that they made a rate-book for the year 1866.
255. Are you aware that the Borough Council have received a considerable sum of money from the Government in consequence of the discoveries made by the Auditors of the arrears of rate? No. I am aware that they professed to have discovered arrears to the amount of £3,000, or a little over, but I can state that there is on the records of the Council a return which was moved for several months before the Auditors were appointed, showing that there were over £3,000 of arrears, and that I proceeded to issue warrants for their recovery until I was discouraged by the actions commenced at Maitland.
256. *Mr. Dodds.*] As you were Mayor at the time, you will be able to state whether there were not receipts given for rates? Not always. To show the irregularities that were practised, I may mention that Mr. Alderman Winship, the chief petitioner, at one time paid the rates for nine different individuals, and gave a cheque for £15 for which he took no receipt, nor was there any record in the Town Clerk's Office of his having paid these rates; and when this investigation took place he had to refer to the bank to show that he had paid the amount, as there was no entry of the payment on the books. Mr. John Smith paid £23, for which he had receipts, but of the receipt of which the Town Clerk had made no entry in the rate-book, nor left any other record in the office; and acting upon the advice of Mr. Joseph Chambers, I commenced a series of actions by summons before the Magistrates. Mr. Alderman Hannell got up a subscription and employed Mr. Wallis as solicitor, against the Mayor and Corporation; and Mr. Thompson, solicitor, of West Maitland, was engaged on the part of the Mayor, and the result was that I was put out of the Court by the Bench.
257. Did you find a receipt-book in the office? The receipt-book is the rate-book.
258. Not exactly; the receipt-book is distinct? I know nothing of a receipt-book other than the rate-book; the rate-book is the proper receipt-book—it is the only admissible testimony in a Court of Law as a record of rates paid. It is the Town Clerk's duty to enter the receipt in the rate-book the instant the rate is paid, and any other entry elsewhere may be considered as only supplementary.

259. *Mr. Samuel.*] Were you one of the petitioners? I was not; I declined to have anything to do with the petition.
260. You were not Mayor at the time the petition was sent in? No.
261. *Mr. Dodds.*] At the time the Auditors came up you were not Mayor? No.
262. At the time you called upon them with Mr. Winship you were a rate-payer? Yes.
263. And an Alderman? No; I had two years to serve, but I resigned the office.
264. You submitted written directions or a programme to the Auditors? That was in consequence of their applying to me for advice, and at their request, at their hotel, the Great Northern, for I knew nothing of either Mr. Mackenzie or of Mr. Buyers previously to their calling upon me.
265. *Mr. Samuel.*] Who was it discovered that £500 was due for rates? Mr. Alexander Brown, Mr. A. K. Smith, of Melbourne, who was then in Newcastle, and Mr. Betts, the Acting Town Clerk.
266. You say it was known before these gentlemen (the Special Auditors) came that there was a considerable arrear over £3,000? Yes.
267. Was the knowledge that that amount was due sufficient to enable the Corporation to proceed to recover the rates? Yes.
268. Why did they not do so? I commenced to do so, and issued a number of warrants.
269. You say you commenced to do so, but that you failed to recover in consequence of some defect in the drawing out of the warrants? Yes, by the Town Clerk, but I recovered some.
270. Then, in point of fact, you were not then enabled, in consequence of some want of skill or of some other qualification on the part of the Town Clerk, to recover these rates? We recovered only a comparatively small portion of the £3,000 of arrear we knew of.
271. After the Special Auditors sent in their report was the municipality in a better position to deal with the matter than before? ———
272. Did they deal with it? No; many of these arrears have not been collected to this day.
273. A large amount has been collected? As a matter of course.
274. You cannot say of your own knowledge, I presume, that it was not in consequence of their audit that these rates were recovered? I cannot say absolutely it was not so. I can only say that twelve months before they were appointed a return was made showing that there was £3,000 of arrears, and the names of the parties by whom this was owing; and upon this return the warrants of 1867 were based, and the amount they claim to have discovered is about the same as that shown in the return.
275. Did you, when these gentlemen came to Newcastle, think this audit desirable? I thought a proper audit was desirable.
276. Why do you consider this was not a proper audit? Because I think the Auditors did not take the precautions to obtain information they might have done. When they came to the point that they required the cash-book they should have insisted upon its production.
277. You say the cash-book had been stolen? Yes.
278. Do you think the Auditors were in a position to discover the thief? Yes; I think they should have represented to the Colonial Secretary that they were interrupted in their work by the absence of the cash-book, without which they could not make a proper audit.
279. You have said, I think, that one of the Auditors stated that he had made a cash-book? Yes.
280. Do you not think that quite possible? I think it was quite possible for them to do so.
281. From the records? The rate-books being the only record, how did they ascertain the names and amounts included in that £500 or whether that sum had been paid, when there was not the scratch of a pen in the rate-book, or in any other book in the office, in reference to that £500.
282. There was some record perhaps of the discovery you made? I left none in the office.
283. Information might have been given to them by other persons? I charged it openly in the Council.
284. Then if the Auditors entered the items of which that £500 was composed, they would not be wrong in doing so? There was no book in which they could be found; they related to the receipt of money from two or three hundred individuals.
285. Supposing it came within their knowledge that a large sum of money had been paid, and they were making up an account, would it not be right for them to enter that as a portion of the receipts to enable them to come to a conclusion? Upon mere hearsay?
286. I suppose they would satisfy themselves whether the hearsay was correct; and I infer from you that it was that there was a sum of £500 which had been paid, and of which there was no record? I could not say that that was the whole sum.
287. Were these gentlemen employed for the period they state? I presume so.
288. You do not doubt that they were employed? I know they were employed, but I know also they were sometimes nearly a week in Sydney, and Mr. Buyers was nearly every week at Raymond Terrace, to which place he went on his own business. I do not know whether the time occupied in this way was charged for or not.
289. When they arrived at Newcastle was their presence considered likely to produce any beneficial result? It was anticipated it would do so.
290. Their services in fact were availed of by certain members of the Municipality, with a view to unravel certain discrepancies in the accounts? Yes, the inhabitants were very desirous that it should take place. I had stated publicly in the Council what I had discovered, and asked whether such a state of things should be tolerated.
291. I understood you to say that, from your experience of the conduct of the Town Clerk, and of the way in which the affairs of the municipality were managed, that some investigation was desirable? Decidedly so.
292. The only question with you is whether the duty imposed upon these gentlemen was properly performed? Yes. They had sought my advice, and I had said they should go back to the beginning and up to 1863, and above all should write to the Colonial Secretary, stating that the cash-books were missing, and ask his directions as to how they should proceed for their recovery. I attached great importance to the recovery of the cash-books, because Mr. Alderman Rodgers had made a motion in the Council, in the terms of the — section of the Act, for their recovery, but that motion was defeated by the majority of one.
293. From your experience of the management of the municipality under the then Mayor, do you think these rates would have been collected without this audit? Yes, they were being collected before this audit—upwards of £3,000 ———

W. Brookes,
Esq., M.P.

1 March, 1871.

- W. Brookes, Esq., M.P. 294. I am not speaking of the action you took, but of your successor? There were upwards of £3,000 in course of collection before that audit.
- 1 March, 1871. 295. Were the Corporation in a position to render such an account to the Government as would enable them to get the endowment? No. That is one thing to which the Auditors referred when they were speaking to me; they said "We see your signature to these papers," the half-yearly accounts; and I pointed out that I had given only a qualified certificate to the last half-yearly return made to the Government, as will be seen by the *Government Gazette*. The local Auditors, Mr. White and Mr. Smith, in going through the accounts, discovered several errors in the accounts, and had memoed them in red ink. The Special Auditors went to them and said—"You have altered our conclusions, you must remove those memos," and they declined to do so.
296. Was that subsequently to the special audit? Subsequently, or during the time the special audit was going on. I had it from Messrs. Smith and White, the two Auditors.
297. I suppose you do not doubt that these gentlemen ought to be paid for their services by some one? I doubt the value of their services, as the arrears were discovered before their going.
298. Supposing everything had been discovered before that was discovered by them, or that there had been no irregularities at all, do you think that affects the question at all as far as the services of these gentlemen are concerned? I do not know. I cannot divest myself of the feeling that it has been made a job of.
299. *Mr. Dodds.*] Do you consider that a proper audit could be made without a cash-book? No; but I say they could only have made an approximate estimate in the absence of any record of receipts.
300. Was there not any record in the office to show the amount of receipts? No.
301. Does not the form of assessment contain a form of receipt also? No; I know of no other valid record of rates paid than the rate-book, which should show at all times when and by whom rates had been paid. I know that Mr. Winship paid rates in the case I have referred to without taking receipts, and of which no record was to be found in the rate-book.
302. Do you suppose rate-payers would pay rates without taking receipts? Yes, Mr. Alderman Winship did.
303. Generally speaking, do you think the rate-payers would pay without receiving an acknowledgment? Yes, there were many other instances. I also directed the attention of the Special Auditors to another important fact which was on record in the arrear of rate-book of 1863. In this book the name of one Peter Connolly appeared as owing £11 odd for arrears of rate. In the margin opposite this account there was a memo., written in pencil, to the effect that the then Surveyor to the Council, Mr. Mackay, would pay the amount. On sending for Connolly, with a view to get an explanation of the nature of the transaction, I could obtain nothing satisfactory from him respecting this item. I then ordered a warrant to be issued for the recovery of this amount, together with other arrears that had subsequently accrued. The Town Clerk, however, in filling up the warrant, omitted this item of £11 altogether, and inserted the sum of £3 11s. 11d. only. Owing to circumstances no warrant was executed, and whether and how this case was settled by the Special Auditors I have never known.
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BOROUGH OF NEWCASTLE SPECIAL AUDIT BILL.

APPENDIX.

(To Evidence given by W. H. Mackenzie, Esq., 9 February, 1871.)

A 1.

The Principal Under Secretary to W. H. Mackenzie, senior, Esq.
Colonial Secretary's Office,
Sydney, 18 June, 1868.

Sir,

A Petition having been received from certain electors of the Borough of Newcastle, representing the irregular manner in which the accounts of that Borough have been kept, and praying for the appointment of Special Auditors to investigate the same,—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 William Buyers, Esquire, and yourself, to be such Special Auditors, in terms of the 184th section of the Municipalities Act of 1867, and to authorize that the expense attending such audit be defrayed by the same Borough, as provided by section 186 of the Act quoted.

2. I am further desired to invite your attention to the section first above mentioned and to the two following sections.

I have, &c.,
HENRY HALLORAN.

Exhibited at Council Office, Newcastle, Friday, 17 July, 1868.

A 2.

The Special Auditors to The Mayor of Newcastle.
Sydney, 30 June, 1868.

Sir,

Under the appointment we received by His Excellency the Governor, on the 18th instant, as Special Auditors, in terms of the 184th clause of the Municipalities Act of 1867, we shall require the accounts to be balanced to this day (30th June, 1868), and shall feel obliged by your informing us if that can be accomplished by the 15th day of next month (July); so that we may publish in the *Government Gazette* and a newspaper circulating in the Municipality, the day of our appearing at the Council Office, Newcastle, to receive the books of accounts, and all vouchers or other documents in support thereof, to enable us to audit the same. Your reply will oblige—

Your most obedient servants,

WM. BUYERS,
W. H. MACKENZIE, SENR., } Special Auditors.
No. 10, Exchange.

A 3.

The Town Clerk, Newcastle, to The Special Auditors.
Newcastle, New South Wales;
2 July, 1868.

Gentlemen,

I am directed by His Worship the Mayor to acknowledge the receipt of your letter of 30th June last, and in reply I have the honor to inform you that the accounts of the Municipality shall be balanced up to the 30th June last, as requested; in fact monthly balances have been struck since the commencement of the present year.

I am desired further to add that any assistance or information which it may be in the power of His Worship to afford shall be cheerfully given.

I have, &c.,
JNO. BURROWES,
Town Clerk.

Received, 4th July, 1868. Answered, 7th July, 1868. Met Mr. Burrowes, Friday, 17th July, 1868.

A 4.

The Special Auditors to The Mayor of Newcastle.
Sydney, 7 July, 1868.

Sir,

We have to acknowledge receipt of your letter of 2nd instant, in reply to ours of the 30th June, and we thank you for the assistance offered therein.

Following up the conditions and powers under our appointment as Special Auditors, we notice we have to advertise in one of your local newspapers the day we hold our special audit; and we shall be obliged, therefore, by your having inserted the enclosed advertisement in one of your newspapers, the same as we shall publish in the *Government Gazette*.

We remain, &c.,
WM. BUYERS,
W. H. MACKENZIE, SENR., } Special Auditors.

[ADVERTISEMENT.]

To all persons interested in the Accounts of the Municipality of Newcastle, New South Wales.

WE, the undersigned, having been appointed and required to act as Special Auditors, under the 184th clause of the Municipalities Act of 1867, hereby give notice that we shall attend at the office of the Municipal Council, Newcastle, New South Wales, on Friday, 17th day of July instant, to audit such accounts of the said Municipality as may be then submitted to us.

WM. BUYERS,
W. H. MACKENZIE, SENR., } Special Auditors.

A 5.

Programme.

1. Assessment books for the year 1859, and up to 1863, which will be found in Town Clerk's Office, bound in covers, indorsed and dated.
2. Rate-books from 1859 to 1863—and ascertain their correspondence with the assessment, noting what reductions (if any) were made in the respective amounts on appeal or otherwise.
3. From these sources ascertain the amount of rates collected, and the arrears of rates, if any.
4. The total amount of revenue derived from this source for each year respectively.
5. Amount of "Government endowment" received by the Corporation for each year respectively, together with any revenue derived from carters' licenses, fees or fines of any kind, or from any other sources.

Expenditure.

1. Salaries—Town Clerk, Surveyor, Bailiff, Office-cleaner, for which Vouchers exist in voucher-books.
 2. Wages—Labourers, for which vouchers exist in Voucher-books.
 3. Contracts—Street-making, culverts, Church-street, cottage, bridge especially, all of which should be found under seal, setting forth the respective amounts, which should be confirmed by the Cash-books and the Minute-books for those years respectively.
 4. Law expenses, an account of which will be found in Town Clerk's Office, together with vouchers for same.
 5. The total amount of revenue received in each year, with the total expenditure for the same period, should be duly set forth for each year separately, from the year 1859 to the year ending 1867.
- From J. B. Winship, Saturday, 18th July, 1868, and Dr. Brookes.
Copy sent to Charles Cowper, 16th May, 1870.
Signed by W. Brookes himself.

NOTE.—All the suggestions contained in this we found necessary to undertake to complete an audit, as all the books were imperfect (as also the absence of the Cash-book)—which we had to make for our use. And even without the desire expressed by Dr. Brookes and Mr. Winship, who stated they called upon us as a deputation from the fifty-five petitioners—this was on Saturday, 18th July, 1868—we could not have arrived at a conclusion without the investigation of all the books. Although we had expected the last period of payment of endowment would have been our starting point when we went to Newcastle.

A 6.

Sydney, 15 December, 1868.

To J. Hannell, Esq., Mayor of the City of Newcastle, New South Wales.

Dear Sir,

We shall be obliged by your sending payment to us of our accounts of 6th November last, forwarded to you.

We remain, &c.,

W. H. MACKENZIE, SENIOR.
WM. BUYERS.
R. J. MACKENZIE.

No. 96, New Pitt-street.

A 7.

The Town Clerk, Newcastle, to Messrs. W. H. Mackenzie, senr., William Buyers, and R. J. Mackenzie.

Town Clerk's Office,

Newcastle, 21 December, 1868.

Gentlemen,

I have the honor, by direction of His Worship the Mayor, to acknowledge the receipt of your letter of 15th instant, requesting payment of your account, and to inform you that the same shall be laid before the Council at its next meeting and the decision thereon made known to you.

Your obedient servant,
JNO. BURROWES,
Town Clerk.

A 8.

The Principal Under Secretary to Messrs. Mackenzie and Buyers.

Colonial Secretary's Office,

Sydney, 17 September, 1869.

Gentlemen,

With reference to your claim for making special audit of the accounts of the Borough of Newcastle, I am directed by the Colonial Secretary to state, that the Mayor of that Municipality has been apprised that, unless the Council settle your claim, the Government will, on being satisfied of its reasonableness, do so, and deduct the amount from the endowment payable to that body; and in this event, I am to refer you to the Colonial Treasurer.

I have, &c.,
HENRY HALLORAN.

(To Evidence given by James Hannell, Esq., Mayor of Newcastle, 16 February, 1871.)

B 1.

CASE FOR OPINION OF COUNSEL.

A FEW months ago a petition or requisition, in what way worded the Council cannot say, was forwarded to the Government. It is believed it was, or purported to be, signed by fifty-seven electors of Newcastle Municipality. A reply was sent to the Mayor, of which the following is a copy:—

"Colonial Secretary's Office,
"Sydney, 18 June, 1868.

"Sir,

"Referring to a memorial, without date, received from fifty-seven electors of the Borough of Newcastle, representing the irregular manner in which the accounts of that Borough have been kept, and praying for the appointment of Special Auditors to investigate the same, 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 Mr. Buyers and Mr. Wm. Henry Mackenzie, senr., Esquires, to be such Special Auditors, in terms of the 184th section of the Municipalities Act of 1867, *and to authorize that the expense attending such audit be defrayed by the same Borough, as provided by section 186 of the Act above mentioned.

"2. I am to add that Mr. J. B. Winship has been invited to the — petitioners of the result of their memorial.

"I have, &c.,
"HENRY HALLORAN.

"To the Mayor of the
Borough of Newcastle."

* This is not scored in original letter, but only for guidance of counsel.

A newspaper extract of the proceedings of the Council, in reference to the payment of the demand made upon them by the Auditors is also forwarded, to enable counsel to understand more fully the nature of the case, and what is required.

It is considered that the Council is not liable to pay this claim of the Auditors, on the ground that the Government had no power to send the Auditors to perform the audit; but that after the appointment of two Auditors by His Excellency the Governor *its duties ceased*, and that to make the Auditors' claim binding on the Council to pay, it then became necessary for the electors to request the Auditors to undertake or perform this duty, which, it is known, has never been done. When the Minister requires the Auditors to make an audit he does so on some motion—not of his own accord. Here he seems to have been moved by the petition sent in. The requirement is clearly his, because he could have refused to act had he chosen.

In the case before us, the Government, after receiving the requisition, not only appointed two Auditors, but also, without further option or instructions from the electors, sent the Auditors to Newcastle to carry out their audit. *There was no requisition sent to the Auditors by the electors, or any privity of contract between them at all*, but the Auditors attended, it would appear, solely under instructions from the Government, given by the Government at the time of their appointment.

It does not appear, however, in the letter of the Colonial Secretary, that these Auditors had been sent by the Government, but that they had been appointed in the terms of the section 184; but there is the clause in the latter part, namely—“and to authorize that the expense attending such audit be defrayed by the same Borough, as provided by section 186 of this Act,” which would lead to the conclusion that the Minister had sent the Auditors, or, at least, had acted upon the petition sent to Government before the Auditors were in existence. This view is strongly supported by the fact that the payment for the audit is provided for by statute, section 186, and is payable by the Council only on certain previous events (section 184), and cannot be authorized by Government. That portion of the letter underlined may, however, be very important, as making out a common law liability, the Council not having repudiated, and the Auditors being allowed to look into the books, &c., use the Council Chamber, and do the work; but counsel will especially bear in mind the Council were not then aware but that all the preliminaries had been complied with.

If the Auditors had been sent to audit the Borough accounts, &c., by the request of the Minister, the Consolidated Revenue must pay the expense (section 186); and it is contended that the requisition or petition of the fifty-seven electors, before the Auditors' appointment, and this sent direct to the Colonial Secretary, could not be such a requisition as is contemplated by section 184, but that to render it valid it must have been addressed direct to the Auditors, and requesting them to make the audit. This seems clearly to have been contemplated by the framers of the statute. If this had been the course, there could have been no doubt of the Council's liability under section 186 to pay for the audit, however useless its requirement and result; but the Council ought not be made liable unless the ratepayers had actually or directly requested, by writing under their hands, these Auditors to perform the audit.

The opinion of counsel is requested.

Are the Council of the Borough of Newcastle liable to pay the Auditors their claim for the audit of the municipal accounts, under the circumstances stated in the above case? and advise generally on behalf of the Council.

OPINION.

I HAVE considered this case, and I am of opinion that the Council of the Borough of Newcastle are not liable to pay for the audit of the municipal accounts, under the circumstances stated to me.

In order to make the Council liable for the expenses of this audit several things must have taken place:—

- 1st. The Governor must have appointed special Auditors.
- 2nd. The Auditors must have been required by fifty electors, by writing under their hands, to hold a special audit.
- 3rd. The Auditors must have appointed a day, not less than thirty or more than forty days from the time of their being so required to commence the audit.
- 4th. The Auditors must forthwith, i.e., immediately upon being required to audit, have notified in the Gazette and in a local newspaper—1st, the fact of their being so required; 2nd, the day they were appointed.
- 5th. The Auditors must have attended at the office of the Council on the day appointed.

Now, so far as my instructions go, the only condition which has been satisfied is the first—the appointment of the Auditors; and we need not now inquire how this was brought about, whether by a memorial signed by two or by sixty electors, or by persons who were not electors at all. The request to hold a special audit must proceed from fifty electors, after the appointment by the Governor, and must be a request made in writing to the Auditors. This request has not been made; therefore it strikes me that, unless the Auditors acted under the request of the Minister (in which case the Council would not be liable for expenses), their proceedings were wholly unauthorized.

I have also considered whether, independently of the statute, the Council are liable because the Mayor permitted the audit to take place, and, as it appears from the report, granted facilities to make such audit. I am of opinion that the Council are no more liable on this ground than on the other; the intimation in the letter of the 18th of June, '68 cannot of itself create a liability; but I am willing to take higher ground. I do not think the Mayor himself could make the Council liable for a special audit. To make the Council, in other words the funds of the ratepayers, liable for such audit, all the preliminaries provided for by section 184 must be strictly carried out. The Act provides for the appointment of Auditors, and for the making of audits, and for the appointment of Special Auditors and the making of special audits; and the Act providing in a special way as it does for the expenses of such special audit, such expenses cannot fall upon the ratepayers unless the special audit is instituted and prosecuted in the manner pointed out by the Act.

I am not asked to advise who is liable for these expenses; I am merely asked to say whether in my opinion the Council are liable either under the statute or at common law, and I am of opinion that the Council are not liable.

FREDK. M. DARLEY.

137, King-street,
1 December, 1868.

B 2.

PLEA AND DEMURRER.

In the Supreme Court of
New South Wales.

The eleventh day of November, in the year of our Lord
one thousand eight hundred and seventy.

The Queen *ats.* Borough of Newcastle.

SIR WILLIAM MONTAGU MANNING, Knight, Her Majesty's Attorney General in and for the Colony of New South Wales, for and on behalf of Her Majesty, says that the several averments and statements contained in the said petition of right are not nor is any of them true in fact.

And the said Attorney General, for and on behalf of Her said Majesty, further says that the said petition of right is bad in substance.

On argument of the demurrer, it will be contended that the said petition of right is bad on the following grounds:—

- 1. That no action can lie against Her Majesty as for money appropriated as an endowment under the said Act.
- 2. That the endowment claimed is not of right, but rests in the discretion of the Governor; and that it does not appear that such discretion has been exercised in favour of the petitioners, so as to entitle them to the amount claimed or any other amount.
- 3. That it does not appear that the Governor has, by warrant under his hand, addressed to the Colonial Treasurer, directed him to pay to the petitioners the said sum of money, or any other sum whatsoever, by way of endowment under the Act in the petition mentioned.

JOHN WILLIAMS
Crown Solicitor.

B 3.

OPINION.

The Borough of Newcastle v. The Queen.

I FEAR the suppliants in this case must submit to the demurrer to the petition. I am most clearly of opinion that the demurrer is on each point taken good, and that no cause of action whatever is vested in the Borough.

The words of the 189th section of the Municipalities Act of 1867—"it shall be lawful for the Governor"—vest in the Governor a power which may be exercised or not at discretion (see the 22 Vict., No. 12, sec. 8); and if every other matter was in favour of the suppliants, it is quite clear that until such discretion had been exercised no cause of action could arise.

Next, the Constitution Act, 17 Vict., No. 41, sect. 55, provides that no part of the Revenue shall be issued except in pursuance of warrants under the hand of the Governor, and it does not appear that any warrant for the payment of this money has been signed.

I therefore advise that the proceedings in this case be forthwith abandoned before further expense is incurred.

I think the sole course open to the Borough is to apply by petition to Parliament, setting forth their grievance, and seeking redress; and if the matter be brought prominently forward, I have little doubt but that the Borough will obtain redress.

FREDK. M. DARLEY.

151, King-street,
25 November, 1870.

C.

(To Evidence given by Henry Halloran, Esq., Under Secretary, Colonial Secretary's Department,
22 February, 1871.)

Claim of Messrs. Mackenzie & Buyers.

The Crown Law Officers cannot comply with what appears to be the wish of these gentlemen, namely, that they should advise for their guidance as to their proceedings for the recovery of the remuneration claimed for their services. Our advice can only be for the Government in such a matter as this.

Messrs. Mackenzie & Buyers to be so informed, but to be at the same time told that I have given very full consideration to their case, and shall at once convey my views to the Government thereon.

My opinion is as follows:—

1. These gentlemen are unquestionably entitled to be paid for their services, either by the Newcastle Council or by the Government which set them in motion. The claim should primarily be on the former; but if that should fail, I cannot think that the Government could properly withhold an indemnity by payment. It would indeed be extraordinary that these gentlemen should be allowed to drop between two stools, and be left wholly without payment; and it will be seen in a later part of my opinion on what grounds I consider the Government bound to make reparation to them, if they should fail with the Corporation.

2. Contrary to the opinion given by Mr. Darley to the Municipal Council, I am disposed to think that they could not successfully resist proceedings for the payment. In some particulars I entirely dissent from that opinion; and on the main point, my opinion is so much against it that I think means should be taken for putting the question to the test. The only difficulty which presses at all upon myself is that occasioned by that of the fifty electors addressing themselves to the Governor before the appointment of the Special Auditors, instead of calling upon the Auditors after appointment to hold the audit. The substance of what the Act requires was present, namely, the desire of a large body of the rate-payers that the audit should take place, but exact conformity to the language of the enactment was wanting; and the question is, whether the Special Auditors may not be regarded as having been required by the electors to make the audit, although the intimation of their wishes was conveyed to the Governor, and only through him to the Auditors. It is far from clear to my mind that the Court would put such a rigid interpretation on the Act as would render this unsubstantial difference fatal; but this is not the only point, for there is the further one, that the Municipal Council and the ratepayers may be taken to have condoned the irregularity, and to have accepted the services of these gentlemen, and received the advantage of the investigation which they conducted.

3. The Government is brought very close to the position of legal responsibility—if not actually up to it—by the mistaken course which it pursued. It fell into the error of regarding the petition to His Excellency as not only sufficient for setting the Government in motion by the appointment of Special Auditors, but as constituting the necessary requirement by electors within the terms of the 184th section, and thereupon an appointment was made which evidently assumed that the ground was fully laid for proceeding with the audit, and for establishing the liability of the Council to pay for such audit. The appointment should simply have named the gentlemen as Special Auditors, and they should have been apprised that so soon as they should be required by fifty electors to hold an audit, they should commence their functions. It should not have recited that certain electors had petitioned and had prayed for the appointment of Special Auditors "to investigate the Borough accounts," and should not have appointed these gentlemen to be "such special Auditors" (i.e., the Auditors to investigate accounts for the investigation of which a petition had been so received). Moreover, the appointment should not have assumed to authorize that the expenses attending such audit (again assuming the audit to have been already required) should be defrayed by the Municipal Council as provided for by section 186. The Government had no power to "authorize" or direct such payment; but the obligation so to pay depended upon the requirement of audit having been made by fifty electors in conformity with the statutory provision. Therefore, the Government must be taken to have assumed and to have informed the Auditors that every thing was complete for casting the burthen on the Council. The Auditors were clearly led to understand that they were at once to proceed with the audit, and that the Council would undoubtedly have to pay the expenses. They could not be expected to find out the legal distinction which the Government itself had overlooked between requirement to the Governor before and requirement to themselves after the appointment, nor could they be expected to hesitate to proceed to the task evidently contemplated as being ready for them, or to question the Government's authority for their payment by the Council. They were accountants—not lawyers—and were fully entitled to consider everything settled for them by superior authority; and when afterwards the electors and Mayor and Council assumed the regularity of the proceedings, and accepted their services without objection, they would be still further absolved from any obligation to scrutinize their legal position in respect of remuneration. If after this the Council can legally evade payment by reason of the technical point alluded to, it would seem highly unreasonable that the Government also should be able to throw them over.

4. Such being the position of matters, I think that the best course will be for the Government to bring the question to an issue, by adopting the suggestion made in the note of Mr. Byrnes, i.e., by withholding the public endowment to the extent of Messrs. Mackenzie and Buyer's claim. The Council certainly ought to make payment to whatever extent is reasonable, and I am disposed to think they are legally bound to do so; and very probably this course on the part of the Government may lead either to arrangement or to some simple mode of getting the question determined.

5. Should the above suggestion not be adopted, or should it fail, it might be for consideration whether a Bill should not be introduced into Parliament authorizing the withholding of the endowment to the requisite extent.

6. It will be observed that I have not assumed the amount of the Auditors' charges to be correct; of that I can know nothing.

W. M. MANNING,
Attorney General.

June 11th, 1869.

1870-71.

NEW SOUTH WALES.

SEWERAGE AND WATER SUPPLY.

(FOURTEENTH ANNUAL REPORT OF MUNICIPAL COUNCIL—1870.)

Presented to Parliament, pursuant to 20 Vict., No. 36, sec. 75.

THE TOWN CLERK to THE UNDER SECRETARY, COLONIAL SECRETARY'S OFFICE.

Town Clerk's Office,
Sydney, 13 February, 1871.

SIR,

I have the honor, by direction of the Right Worshipful the Mayor, to transmit herewith, for the information of the Parliament of New South Wales, the Fourteenth Annual Report from the Municipal Council of Sydney, of their proceedings under the Sewerage and Water Acts during the year 1870.

I have, &c.,

CHAS. H. WOOLCOTT,
Town Clerk.*FOURTEENTH ANNUAL REPORT of the Municipal Council of the City of Sydney, of their proceedings under the Sewerage and Water Acts.*

THE Municipal Council of the City of Sydney have the honor to submit, for the information of the Parliament of New South Wales, the following Report of their proceedings, and Statements of the Receipts and Expenditure, in connection with the Sewerage and Waterworks, from the 1st January to the 31st December, 1870.

SEWERAGE.

The main sewers throughout the city have not required any repairs, and have been in perfect working order during the year.

The following additions have been made to the plan of general sewerage of the city, viz. :—

Darling-street.—2,980 feet of 6-ft. oviform brick sewer from Blackwattle Swamp to and along Abercrombie-place.

Goulburn-street.—300 feet lineal of 3-ft. 6-in. oviform brick sewer, eastward of George-street.

Elizabeth-street.—435 feet lineal of 6-ft., and 640 feet of 4-ft. 6-in. oviform brick sewer, south of Hay-street.

Goulburn-street.—About 266 feet lineal of 6-ft. oviform brick sewer, from the sewer at the rear of Market-lane to Macquarie-street South.

The quantities and sizes of stoneware pipe drains laid in the several streets of the city are detailed in the Appendix A.

During the year, 1,121 additional houses have been connected with the main sewers, making, with previous connections, a total of 5,410 houses.

WATER.

The engines and machinery have been working day and night throughout the year, Sundays included.

Fractures were discovered in two places in the 30-inch main in Albion-street, one being near the stop-back valve, and the other near Dowling-street. In each case the main was strapped up and the leak stopped without the necessity for shutting off the water from the city.

In the month of April, the tunnel which conveys the water from the Lachlan Swamp into the city became choked, and the supply from that source ceased almost entirely. The obstructions, consisting of accumulations of silt, were found immediately under the Rifle Range, and were removed as speedily as possible. The tunnel as far as could be ascertained remains uninjured, and is doing good service as an auxiliary to the Botany Works in supplying the low-level districts of the city.

The returns from the register kept at the Botany engines show that during the year, sixteen hundred millions three hundred and seventy-seven thousand six hundred and ninety-six (1,600,377,696) gallons of water were pumped into the city, being about thirty millions seven hundred and seventy-six thousand five hundred (30,776,500) gallons weekly. This quantity is an increase of one hundred and ninety-five millions five hundred and sixty-one thousand three hundred and sixty (195,561,360) gallons upon the consumption of the previous year.

The quantity of water which has flowed over the weir at Botany into the sea is estimated at considerably more than would be sufficient to afford a supply to the city and suburbs for a whole year.

The supply to the citizens throughout the year has been abundant and continuous.

The usual annual contracts for the supply of water-mains, coal, locks, valves, and other supplies, have been satisfactorily carried out.

Upwards of four miles in length of water-mains have been laid in the city and suburbs, in the localities and of the several sizes enumerated in the Appendix B.

In the month of May last instructions were given to the City Engineer to furnish a report on the works necessary to be carried out in order to utilize, to the fullest extent practicable, the rainfall on the Botany watershed for the supply of Sydney and its suburbs; and on the 28th September, the attached Report (Appendix C) was submitted to the Council, accompanied by plans and drawings prepared after very elaborate surveys. The works which this Report recommends should be undertaken to increase the present supply are—

Construction of reservoir at Lachlan Swamp.

Construction of reservoir and gravitation-basin at Moore Park.

Embankment at Long Swamp.

Enlargement of engine-pond, Botany.

Completion of dams Nos. 1 and 3, and construction of other dams on the Botany stream, with all necessary pumping engines, mains, weirs, canals, &c.

The Municipal Council have given very careful attention to these recommendations, and have so far approved of the scheme proposed for the extension of the Waterworks that they are endeavouring to obtain from Parliament additional powers to enable them to raise the amount necessary to carry it into effect.

FINANCIAL.

Statements of the receipts and expenditure on account of the Sewerage and Water Funds for the year 1870, duly certified by the City Auditors, are appended hereto.

MICHL. CHAPMAN,

Mayor.

Adopted by the Municipal Council of Sydney, this 13th day of February, 1871.

CHAS. H. WOOLCOTT,

Town Clerk.

APPENDIX A.

POSITIONS, lengths, and sizes of stoneware pipe drains laid in the city, during the year 1870.

18-INCH PIPE DRAINS.		12-INCH PIPE DRAINS.	
	feet		feet
Albion-street	2,112	Victoria-street	440
Mary-street	80	Middle-lane	412
Little Macquarie-street	200	Crown-road	400
		Burrahpore-lane	395
Total	2,392	Crown and Jesmond streets	490
		Dixson-street	255
		Junction-lane, off Palmer-street	225
		Macquarie-street	850
		Phillip-street	
		King-street	
		St. James's Road	404
		Market-lane and Exeter-place	560
		Burrahpore and Corfu streets	260
		Woolloomooloo-street	195
		Griffith-street	210
		Broughton-place	90
		Charles-street	136
		Burton-street	160
		Crown-street	120
		Woolloomooloo-lane	
Total	4,960	Total	5,602

APPENDIX B.

LIST of Water Mains laid in the City and Suburbs during the year 1870.

6-INCH.		4-INCH.	
	yards		yards
Druitt-street	348	York-street	15
Margaret-street	18	Elizabeth Bay Road	108
		Abercrombie-street	243
Total	366	Victoria-street	42
		Castlereagh-street	342
		Elizabeth Bay Road	87

	yards		yards
Goulburn-street	24	Paints-lane	125
Junction-lane	78	Bathurst-street	201
Windmill-street	336	Crown-lane	30
Prince Alfred Park	84	Cleveland and Randwick Roads	1,886
Harbour-street	96	Fort-street, Lower	15
Liverpool-street	112	Sydney Common	90
Engine-street	74	Do.	17
George-street	121	Holden-street	48
Hay-street	375	Elizabeth-street	172
Brougham-street	105	Palmer-street	90
Warwick-lane	93	Tudor-lane	77
Harbour-street	75	Prince Alfred Park	143
Derwent-street	66	York-street	298
Hereford-street	93	George and Drutt streets	6
		Railway Bridge	12
Total	2,569	Raglan-street	39
		M'Elhonn-lane	39
3-INCH.		Domain Gardens	75
Charles-street	202	M'Elhonn-place	30
Palmer-street	30	Macarthur-street	75
Bowman-street	69	Upper-street	84
May's-lane	47	Cross-street	86
Valentine-lane	159		
Prince Alfred Park	246	Total	4,341

APPENDIX C.

City Engineer's Office,
Sydney, 28 September, 1870.

Sir,

In accordance with instructions received from the Water Committee to report on "the works necessary to be done, in order to utilize to the fullest extent practicable the rainfall on the Botany watershed, for the supply of Sydney and the suburbs with water",—I have the honor to state that it will be seen by the returns from the Government Observatory, that the average annual rainfall over the entire watershed of Botany, Lachlan, and Long Swamps, during the eleven years from 1859 to 1869 inclusive, amounts, within a fraction, to (50) fifty inches, which would give an average of seventeen millions (17,000,000) of gallons per day for the whole period.

The greatest rainfall in any one of those years was 82·81 inches, or twenty-one millions eight hundred and seventy thousand seven hundred and thirty (21,870,730) gallons per day, and the smallest rainfall was 23·98 inches, equal to 6,333,294 gallons per diem.

The average rainfall being 17,000,000 gallons per diem, I assume that 65 per cent. of that quantity at the least, or twelve millions per diem, may be available for the supply of Sydney and the suburbs.

Then, as the minimum quantity which has fallen in one year of the last eleven was 23·98 inches, which would give an average of 6,333,294 gallons daily, it would be necessary, in order to meet such an emergency in future, that we should have storage room to conserve some of the superabundant rainfall of wet years, to supplement the rainfall of a dry year, so as to make up the required quantity of twelve millions of gallons daily.

The features of the watershed are such as to admit of storage accommodation being carried out at any future time, should it be required, to an enormous extent, at a very moderate cost; but I believe that storage room for 2,210 millions of gallons will be sufficient to ensure a supply of 12 millions of gallons per diem to Sydney for many years to come.

This quantity of storage, assuming that the reservoirs be full, as they should be, at the commencement of a dry year, will give, in addition to the rainfall, 6,054,794 gallons per diem for 365 days; this, together with 6,333,294 gallons from the rainfall, will give a total of 12,388,088 gallons per diem throughout the year. Of this quantity we shall have 12 millions of gallons to pump into the city and suburbs, and 388,088 gallons towards meeting the loss we must sustain by evaporation, &c.; and we shall also have, in addition, the quantity of water kept back in the sandhills by the heading up or conserving of 2,210 millions of gallons in the dams. This quantity cannot be less than that contained in the dams themselves, or about 1,600 millions of gallons; it will constitute the stream when the dams are empty, and will be sufficient to compensate for losses of any and every description.

The approximate quantity of storage room required being so far established, I proceed to point out the best means of obtaining it, and to submit to you an estimate of the probable cost of carrying into effect the necessary works for securing a supply of 12,000,000 of gallons per diem from the Botany watershed. It is to construct an embankment on the north side of the Randwick Road, from a point opposite the new toll-house to the rocks opposite the Racecourse-gate, capable of heading up the water 15 feet, and of containing 473 millions of gallons. I propose to remove the Lachlan engine and refix it near the mouth of the tunnel, and by suitable modifications alter it so that it will cause this quantity, in addition to the present flow by gravitation, to pass through the tunnel for the supply of the lower districts of the city. This will increase the flow through the tunnel about 1½ million gallons daily. There are two places in the crown of the tunnel near the eastern end which undulate so that the crown dips below the general level of the bed of the tunnel, which places are liable to be choked with the sand which drifts through the masonry of the shafts, so much so as to impede the flow of water, and on one occasion to stop it entirely for several days. These dips must be cut away, and the crown so straightened as to admit a free current at all times. The chief part of the materials for forming the embankment along the swamp near the Randwick Road may be taken from the sand and bog on the north side of the embankment, and thus form a canal of 5 chains mean width along its whole length. In addition to this canal, a reservoir should be excavated along the valley between two hills extending from the Randwick Road to near the mouth of the tunnel. These works will form a reservoir capable of containing 473 millions of gallons. I propose to build a large weir near the site of the present engine-house, to carry away such storm waters as the reservoir cannot retain; to fix a sluice and pipes on the bed-rock in such a position as to take off the water from the swamp and works whilst they are in progress of construction, and for use at other times; also, in order to catch the rain which falls on 250 acres of Moore Park, and bring it into the Lachlan Reservoir, I propose to construct a 6-foot conduit from that which crosses the Randwick Road near the old toll-house, to join the reservoir near the western end of the new embankment. This dam and reservoir will serve another highly important purpose, by impounding the head-waters which now run off so rapidly, in consequence of the great declivity of this part of the watershed; it will prevent floods in the neighbourhood of the lower dams, which dams, at considerable risk, now bear the brunt of the whole rush from this and the entire watershed between the Lachlan tunnel and No. 6 dam during extraordinary rainfall. No dams below the Randwick Road can ever be deemed safe until such an embankment as I propose, to check and retain the head-waters, is constructed.

To increase the number of dams on the Lachlan stream to that formerly proposed, and augment the storing capacity of those now in use, by excavating sand, thus giving the dams on the Lachlan stream below the Randwick Road a capacity (combined) of 732 millions of gallons. To dam the Long Swamp at the outlet near Bunnerong, to make it contain 400 millions of gallons, and lead the waters from that swamp by a 12-inch main to Botany engine-station; to construct a reservoir

ABSTRACT of the Receipts and Disbursements of the Municipal Council of the City of Sydney, on account of the Sewerage Fund, for the Half-year ending 31st December, 1870.

RECEIPTS.			DISBURSEMENTS.		
	£ s. d.	£ s. d.		£ s. d.	£ s. d.
Sewerage rate		3,988 13 10	General Works—		
Liabilities, 31 Dec., 1870—			Wages of work-		
The Colonial Government	200,000 0 0		men	490 0 8	
Debentures	105,300 0 0		Pipes	672 3 0	
Union Bank	29,791 14 9		Sewerage works	983 16 8	
		335,091 14 9		2,145 19 11	
			Salaries of officers	478 6 8	
			Interest expenses	9,170 15 3	
			Salaries of Auditors	12 10 0	11,807 11 10
			Liabilities, 1 July, 1870—		
			The Colonial Government..	200,000 0 0	
			Debentures	105,300 0 0	
			Union Bank	21,972 16 9	
					327,272 16 9
		£ 339,080 8 7			£ 339,080 8 7

Municipal Council Chambers,
Sydney, 18 January, 1871.

J. G. O'CONNOR, }
JAMES P. GARVAN, } City Auditors.

ABSTRACT of the Receipts and Disbursements of the Municipal Council of the City of Sydney, on account of the Water Fund, for the Half-year ending 30 June, 1870.

RECEIPTS.			DISBURSEMENTS.		
	£ s. d.	£ s. d.		£ s. d.	£ s. d.
Balance due by Joint Stock Bank, 1 January, 1870		7,367 12 6	City works generally	5,771 17 7	
Proceeds of water laid on to houses	14,704 3 9		Botany works	3,959 9 1	
Miscellaneous receipts	160 15 9		Salaries of officers	1,396 17 1	
		14,864 19 6	Office expenses	352 8 4	
Liabilities, 30 June, 1870—			Interest	2,806 2 8	
The Colonial Govern-			Salaries of Auditors	12 10 0	
ment	213,337 19 3		Law expenses	157 17 2	14,457 1 11
Debentures	88,500 0 0		Liabilities, 1 Jan., 1870—		
		301,837 19 3	The Colonial Govern-		
			ment	213,337 19 3	
			Debentures	92,600 0 0	305,937 19 3
			Balance due by the Union Bank, 30 June, 1870		3,675 10 1
		£ 324,070 11 3			£ 324,070 11 3

Municipal Council Chambers,
Sydney, 26 July, 1870.

W. C. HAYES, }
T. M. SLATTERY, } City Auditors.

ABSTRACT of the Receipts and Disbursements of the Municipal Council of the City of Sydney, on account of the Water Fund, for the Half-year ending 31 December, 1870.

RECEIPTS.			DISBURSEMENTS.		
	£ s. d.	£ s. d.		£ s. d.	£ s. d.
Balance due by the Union Bank, 1 July, 1870		3,675 10 1	City works generally	3,674 0 2	
Proceeds of water laid on to houses, &c.	16,625 6 7		Botany works	4,786 11 0	
City Fund, for watering streets	1,940 0 0		Salaries of officers	1,444 16 8	
Miscellaneous receipts	173 5 5		Office expenses	326 11 9	
		18,738 12 0	Incidental expenses	26 5 0	
Liabilities, 31 Dec., 1870—			Salaries of Auditors	12 10 0	
The Colonial Government	213,337 19 3		Interest expenses	7,655 0 0	17,925 14 7
Debentures	87,400 0 0		Liabilities, 1 July, 1870—		
		300,737 19 3	The Colonial Government	213,337 19 3	
			Debentures	88,500 0 0	301,837 19 3
			Balance due by the Union Bank, 31 Dec., 1870		3,388 7 6
		£ 323,152 1 4			£ 323,152 1 4

Municipal Council Chamber,
Sydney, 18 January, 1871.

J. G. O'CONNOR, }
JAMES P. GARVAN, } City Auditors.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

PUBLIC VEHICLES.

(RETURN OF AMOUNT OF FINES PAID TO MUNICIPAL COUNCIL, FOR INFRACTION OF RULES RESPECTING.)

Ordered by the Legislative Assembly to be Printed, 8 December, 1870.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 22 November, 1870, That there be laid upon the Table of this House,—

“ A Return showing,—

“ The amount of money paid over monthly, from the 30th June, 1867, to
 “ the 30th June, 1870, from the Public Treasury (if any), and by the
 “ Clerks of Petty Sessions for the District of Sydney, to the Treasurer of
 “ the Municipal Council of Sydney, as fines or portions of fines, for
 “ infractions of the Laws, and for offences against the By-laws of the City
 “ Council for regulating Public Vehicles plying for hire in the City of
 “ Sydney and within eight miles of the corporate limits thereof.”

(*Mr. Tunks.*)

PUBLIC VEHICLES.

RETURN showing the amount of Money paid over monthly, from the 30th June, 1867, to the 30th June, 1870, from the Public Treasury, to the Treasurer of the Municipal Council of Sydney, as fines or portions of fines, for infractions of the Laws, and for offences against the By-laws of the City Council for regulating Public Vehicles plying for hire in the City of Sydney and within eight miles of the corporate limits thereof.

Particulars.	Amount.
Nil.	Nil.

The Treasury, New South Wales,
5 December, 1870.

GEORGE LAYTON,
Accountant.

RETURN showing the amount of Money paid over monthly, from the 30th June, 1867, to the 30th June, 1870, by the Clerk of Petty Sessions at the Central Police Office, to the Treasurer of the Municipal Council of Sydney, as fines or portions of fines, for infractions of the Laws, and for offences against the By-laws of the City Council for regulating Public Vehicles plying for hire in the City of Sydney and within eight miles of the corporate limits thereof.

Date.	Amount.	Date.	Amount.	Date.	Amount.
1867—July	£ s. d. 15 5 0	1868—August	£ s. d. 5 5 0	1869—September	£ s. d. 5 5 0
August	11 5 0	September	21 15 0	October	17 0 0
September	11 10 0	October	26 0 0	November	11 0 0
October	5 10 0	November	5 0 0	December	5 15 0
November	11 10 0	December	19 5 0	1870—January	18 15 0
December	6 5 0	1869—January	5 17 6	February	36 5 0
1868—January	2 10 0	February	12 0 0	March	24 15 0
February	3 0 0	March	14 15 0	April	34 0 0
March	15 5 0	April	33 10 0	May	16 5 0
April	6 0 0	May	75 0 0	June	6 10 0
May	21 10 0	June	39 15 0		
June	18 5 0	July	28 15 0	Total	£ 610 17 6
July	14 10 0	August	6 5 0		

Central Police Office,
Sydney, 1 December, 1870.

D. C. F. SCOTT, P.M.

RETURN showing the amount of Money paid over monthly, from the 30th June, 1867, to the 30th June, 1870, by the Clerk of Petty Sessions at the Water Police Office, to the Treasurer of the Municipal Council of Sydney, as fines or portions of fines, for infractions of the Laws, and for offences against the By-laws of the said Council for regulating Public Vehicles plying for hire in the City of Sydney and within eight miles of the corporate limits thereof.

Period.	Amount.	Period.	Amount.
1867	£ s. d.	1869	£ s. d.
July	15 0 0	February	13 10 0
August	10 10 0	March	2 0 0
September	3 0 0	April	15 10 0
October	7 0 0	May	1 0 0
November .....	.....	June .....	.....
December	4 0 0	July	2 5 0
1868	0 10 0	August	4 0 0
January	5 15 0	September	1 0 0
February	8 0 0	October .....	.....
March	9 1 0	November	2 0 0
April	8 0 0	December	1 0 0
May	4 10 0	1870	January
June	3 0 0	February	10 10 0
July	6 15 0	March	2 5 0
August	4 0 0	April	2 0 0
September	5 10 0	May	13 0 0
October	1 0 0	June	6 15 0
November	4 0 0		14 15 0
December	2 0 0	Total	£ 193 1 0
1869	.....	
January .....	.....	

Water Police Office,
Sydney, 26 November, 1870.

CHAS. COWPER, JUN., W.P.M.

1870-71.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

PUBLIC VEHICLES AND BOATS REGULATION BILL.

(PETITION—THE MAYOR, ALDERMEN, AND CITIZENS OF SYDNEY.)

Ordered by the Legislative Assembly to be Printed, 1 February, 1871.

To the Honorable the Speaker and Members of the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of the Mayor, Aldermen, and Citizens of the City of Sydney,—

MOST RESPECTFULLY SHOWETH :—

That the attention of your Petitioners has been directed to a Bill now under the consideration of your Honorable House, which, if passed into law, will have the effect of depriving your Petitioners of the right of control and management of the omnibuses, hackney carriages, and drays, plying for hire in the city of Sydney and its suburbs.

That such an interference with the existing rights of your Petitioners would be an invasion of the principles of municipal government, and that there are no circumstances connected with the present management of the licensed vehicles within the city which would warrant your Honorable House in depriving your Petitioners of their privileges.

That it does not appear to your Petitioners that, in the evidence recently taken before a Select Committee of your Honorable House, there exist sufficient grounds of complaint as to the management of the public vehicles within the city to justify the report of such Committee; and that the absence of control and supervision in the suburbs has rested more upon other Municipal Councils, who have failed to exercise the powers which they specially possess by the Municipalities Act.

That it has only been within the past few years, and since the establishment of the suburban Municipal Councils has tended so largely to increase the omnibus traffic, that the complaints of irregularity and misconduct of those engaged in that business have existed; and your Petitioners believe that had the suburban Councils co-operated with your Petitioners, and availed themselves of the authority which they possess, these irregularities would have been prevented.

That some years since, your Petitioners, in contemplation of this control being exercised by other Municipalities, reduced the license fees formerly charged upon public vehicles to the extent of twenty-five per cent.—a proportion which your Petitioners considered more than sufficient to reimburse the Municipal Councils for any expenditure for management or maintenance of roads (other than Trust Roads) over which the vehicles passed.

That the amount of fees now received by your Petitioners is not proportionate to the ordinary tolls levied upon each vehicle by the Road Trustees in the suburbs.

That your Petitioners would respectfully point out that the inquiry recently made by a Select Committee of your Honorable House was mainly confined to the class of public vehicles known as omnibuses and cars, and that there is no cause shown for dissatisfaction as to the management of the hackney carriages, cabs, drays, and vans; and that, therefore, there is no reason whatever why any amendment should be proposed in the law which controls and regulates those vehicles, especially as there are no public stands for hackney carriages or drays outside the city boundaries.

That your Petitioners would also draw the attention of your Honorable House to the difficulty which would arise in carrying into effect the 20th clause of the Bill, having reference to the application of moneys received for license fees for hackney carriages or drays, as those vehicles cannot be licensed for any special line of road, or any measured distance, as in the case of omnibuses, and no equitable division of the license fee could possibly be arrived at as the clause referred to requires.

That your Petitioners believe that the cost of the management of the public vehicles, as proposed by the Act, would be a very severe charge upon the revenue derivable from that source, as involving the maintenance of a separate department; and that unless the present limit to the charge for licenses be extended (which your Petitioners consider inadvisable) the amount which your Petitioners would receive would by no means reimburse the heavy outlay incurred by the city in connection with the traffic of the vehicles, and to which they conceive they are justly entitled.

That your Petitioners believe that the suburban Municipalities are entitled to have, and should exercise authority over omnibuses passing through their several districts, and they have always endeavoured to further this view whenever opportunity for doing so has occurred; and your Petitioners are prepared to relinquish the power which they possess with regard to the traffic of omnibuses beyond the city, and would desire to confine their jurisdiction over these vehicles within their own boundaries.

Your Petitioners, therefore, humbly pray that your Honorable House will be pleased to take the circumstances herein set forth into your favourable consideration; and that the Bill, as introduced, may not be passed into law.

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

MICL. CHAPMAN,
Mayor.

The Common Seal of the Mayor, Aldermen, and citizens of the city of Sydney, was affixed hereto, by Charles Henry Woolcott, Town Clerk of the city of Sydney, this thirtieth day of January, in the year of our Lord one thousand eight hundred and seventy-one.

(L.S.)

CHA. H. WOOLCOTT,
Town Clerk.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

PUBLIC VEHICLES.

(PETITION—MUNICIPAL COUNCIL OF NEWTOWN.)

Ordered by the Legislative Assembly to be Printed, 7 October, 1870.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of the Municipal Council of the Borough of Newtown,—

MOST RESPECTFULLY SHOWETH:—

That the present system of licensing and controlling public vehicles plying in, to, and from the incorporated Suburbs of the City of Sydney (including the Borough of Newtown), is in many respects so very defective as not only to occasion great and constantly recurring inconveniences to the inhabitants of such Suburbs, but also to deprive them of their fair share of the revenues derivable from such licensing and control.

That the interests of the inhabitants of such Suburbs cannot, as long experience has shown, be properly cared for, unless and until the Municipal Councils of the same are invested with the controlling power over such vehicles and the drivers and conductors thereof, within the limits of their respective Municipalities.

Your Petitioners, therefore, humbly pray that your Honorable House will be pleased to take the premises into your consideration, and will so amend the law relating to the licensing of public vehicles in the City of Sydney and the Suburbs thereof, as will render the operation of such law just and equitable to the inhabitants of the suburban Municipalities, and will ensure to the Municipal Councils of the same a control over such public vehicles, and over the drivers and conductors thereof, within their respective Municipalities.

And your Petitioners, as in duty bound, will ever pray, &c., &c.

JOSEPH KINGSBURY,
Mayor.

Dated this thirtieth day of September, A.D. 1870.

(L.S.)

By order of the Council,—

ROBERT N. BANKS,
Council Clerk.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

PUBLIC VEHICLES.

(PETITION—MUNICIPAL COUNCIL OF REDFERN.)

Ordered by the Legislative Assembly to be Printed, 11 October, 1870.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of the Municipal Council of the Borough of Redfern,—

MOST RESPECTFULLY SHOWETH:—

That the present system of licensing and controlling public vehicles plying in, to, and from the incorporated Suburbs of the City of Sydney (including the Borough of Redfern), is in many respects so very defective as not only to occasion great and constantly recurring inconveniences to the inhabitants of such Suburbs, but also to deprive them of their fair share of the revenues derivable from such licensing and control.

That the interests of the inhabitants of such Suburbs cannot, as long experience has shown, be properly cared for, unless and until the Municipal Councils of the same are invested with a controlling power over such vehicles and the drivers and conductors thereof, within the limits of their respective Municipalities.

Your Petitioners, therefore, humbly pray that your Honorable House will be pleased to take the premises into your consideration, and will so amend the law relating to the licensing of public vehicles in the City of Sydney and the Suburbs thereof, as will render the operation of such law just and equitable to the inhabitants of the suburban Municipalities, and will ensure to the Municipal Councils of the same a control over such public vehicles, and over the drivers and conductors thereof, within their respective Municipalities.

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

(L.S.)

By order of the Council,—

W. S. WARDROP,
Council Clerk.

G. RENWICK,
Mayor.

1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

PUBLIC VEHICLES.
(PETITION—MUNICIPAL COUNCIL OF RANDWICK.)

Ordered by the Legislative Assembly to be Printed, 11 October, 1870.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of the Municipal Council of the Borough of Randwick,—

MOST RESPECTFULLY SHOWETH :—

That the present system of licensing and controlling public vehicles plying in, to, and from the incorporated Suburbs of the City of Sydney (including the Borough of Randwick), is in many respects so very defective as not only to occasion great and constantly recurring inconvenience to the inhabitants of such Suburbs, but also to deprive them of their fair share of the revenues derivable from such licensing and control.

That the interests of the inhabitants of such Suburbs cannot, as long experience has shown, be properly cared for, unless and until the Municipal Councils of the same are invested with a controlling power over such vehicles, and the drivers and conductors thereof, within the limits of their respective Municipalities.

Your Petitioners, therefore, humbly pray that your Honorable House will be pleased to take the premises into your consideration, and will so amend the law relating to the licensing of public vehicles in the City of Sydney and the Suburbs thereof, as will render the operation of such law just and equitable to the inhabitants of the suburban Municipalities, and will ensure to the Municipal Councils of the same a control over such public vehicles, and over the drivers and conductors thereof, within their respective Municipalities.

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

WALTER BRADLEY,
Mayor.

By order of the Council,—

(L.S.) JOSEPH CARROLL,
Council Clerk.

1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

PUBLIC VEHICLES.
(PETITION—MUNICIPALITY OF WOOLLAHRA.)

Ordered by the Legislative Assembly to be Printed, 21 October, 1870.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of the Municipal Council of the Borough of Woollahra,—

MOST RESPECTFULLY SHOWETH :—

That the present system of licensing and controlling public vehicles plying to and from the incorporated Suburbs of the City of Sydney (including the Borough of Woollahra) is in many respects so very defective as not only to occasion great and constantly recurring inconveniences to the inhabitants of such Suburbs, but also to deprive them of their fair share of the revenue derivable from such licensing and control.

That the interests of the inhabitants of such Suburbs cannot, as long experience has shown, be properly cared for unless and until the Municipal Councils of the same are invested with a controlling power over such vehicles, and the drivers and conductors thereof, within the limits of their respective Municipalities.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to take the premises into your consideration, and will so amend the law relating to the licensing of public vehicles in the City of Sydney and the Suburbs thereof, as will render the operation of such law just and equitable to the inhabitants of the suburban Municipalities, and will ensure to the Municipal Councils of the same a control over such public vehicles, and over the drivers and conductors thereof, within their respective Municipalities.

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

[Municipal Seal.]

By order of the Council,

HENRY STERRIKER KILLICK,
Council Clerk.

M. CONSETT STEPHEN,
Mayor of Woollahra.

1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

PUBLIC VEHICLES.
(PETITION—MUNICIPAL COUNCIL OF DARLINGTON.)

Ordered by the Legislative Assembly to be Printed, 3 November, 1870.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of the Municipal Council of the Borough of Darlington,—

MOST RESPECTFULLY SHOWETH :—

That the present system of licensing and controlling public vehicles plying in, to, and from the incorporated Suburbs of the City of Sydney (including the Borough of Darlington) is in many respects so very defective as not only to occasion great and constantly recurring inconveniences to the inhabitants of such Suburbs, but also to deprive them of their fair share of the revenues derivable from such licensing and control.

That the interests of the inhabitants of such Suburbs cannot, as long experience has shown, be properly cared for, unless and until the Municipal Councils of the same are invested with a controlling power over such vehicles, and the drivers and conductors thereof, within the limits of their respective Municipalities.

Your Petitioners, therefore, humbly pray that your Honorable House will be pleased to take the premises into your consideration, and will so amend the law relating to the licensing of public vehicles in the City of Sydney and the Suburbs thereof, as will render the operation of such law just and equitable to the inhabitants of the suburban Municipalities, and will ensure to the Municipal Councils of the same a control over such public vehicles, and over the drivers and conductors thereof, within their respective Municipalities.

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

(L.S.)

ROBERT MAZE,

Mayor.

By order of the Council,

THOS. WEBB,
Council Clerk.

1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

PUBLIC VEHICLES.
(PETITION—MUNICIPAL COUNCIL OF ALEXANDRIA.)

Ordered by the Legislative Assembly to be Printed, 10 November, 1870.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of the Municipal Council of the Borough of Alexandria,—

MOST RESPECTFULLY SHOWETH :—

That the present system of licensing and controlling public vehicles plying in, to, and from the incorporated Suburbs of the City of Sydney (including the Borough of Alexandria) is in many respects so very defective as not only to occasion great and constantly recurring inconveniences to the inhabitants of such Suburbs, but also to deprive them of their fair share of the revenues derivable from such licensing and control.

That the interests of the inhabitants of such Suburbs cannot, as long experience has shown, be properly cared for, unless and until the Municipal Councils of the same are invested with a controlling power over such vehicles, and the drivers and conductors thereof, within the limits of their respective Municipalities.

Your Petitioners, therefore, humbly pray that your Honorable House will be pleased to take the premises into your consideration, and will so amend the law relating to the licensing of public vehicles in the City of Sydney and the Suburbs thereof, as will render the operation of such law just and equitable to the inhabitants of the suburban Municipalities, and will ensure to the Municipal Councils of the same a control over such public vehicles, and over the drivers and conductors thereof, within their respective Municipalities.

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

WILLIAM BRYANT,
Mayor.

By order of the Council,—

G. K. TARRANT,
Council Clerk.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

PUBLIC VEHICLES.

(PETITION—MUNICIPAL COUNCIL OF THE GLEBE.)

Ordered by the Legislative Assembly to be Printed, 25 November, 1870.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of the Municipal Council of the Borough of The Glebe,—

MOST RESPECTFULLY SHOWETH:—

That the present system of licensing and controlling public vehicles plying in, to, and from the incorporated Suburbs of the City of Sydney (including the Borough of The Glebe) is in many respects so very defective as not only to occasion great and constantly recurring inconveniences to the inhabitants of such Suburbs, but also to deprive them of their fair share of the revenues derivable from such licensing and control.

That the interests of the inhabitants of such Suburbs cannot, as long experience has shown, be properly cared for, unless and until the Municipal Councils of the same are invested with a controlling power over such vehicles, and the drivers and conductors thereof, within the limits of their respective Municipalities.

Your Petitioners, therefore, humbly pray that your Honorable House will be pleased to take the premises into your consideration, and will so amend the law relating to the licensing of public vehicles in the City of Sydney and the Suburbs thereof, as will render the operation of such law just and equitable to the inhabitants of the suburban Municipalities, and will ensure to the Municipal Councils of the same a control over such public vehicles, and over the drivers and conductors thereof, within their respective Municipalities.

And your Petitioners will ever pray.

(L.S.)

By order of the Council,

W. DE BURGH HOOPER,
Council Clerk.

G. WIGRAM ALLEN,
Mayor.

1870-71.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

PUBLIC VEHICLES.

(PETITION—MUNICIPAL COUNCIL OF EAST ST. LEONARDS.)

Ordered by the Legislative Assembly to be Printed, 7 March, 1871.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of the Municipal Council of the Borough of East St. Leonards,—

MOST RESPECTFULLY SHOWETH:—

That the present system of licensing and controlling public vehicles plying in, to, and from the incorporated Suburbs of the City of Sydney (including the Borough of East St. Leonards) is in many respects so very defective as not only to occasion great and constantly recurring inconveniences to the inhabitants of such Suburbs, but also to deprive them of their fair share of the revenues derivable from such licensing and control.

That the interests of the inhabitants of such Suburbs cannot, as long experience has shown, be properly cared for, unless and until the Municipal Councils of the same are invested with a controlling power over such vehicles and the drivers and conductors thereof, within the limits of their respective Municipalities.

Your Petitioners, therefore, humbly pray that your Honorable House will be pleased to take the premises into your consideration, and will so amend the law relating to the licensing of public vehicles in the City of Sydney and the Suburbs thereof as will render the operation of such law just and equitable to the inhabitants of the suburban Municipalities, and will insure to the Municipal Councils of the same a control over such vehicles and over the drivers and conductors thereof, within their respective Municipalities.

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

EDW. LORD,
Mayor.

By order of the Council,—

HENRY CUBITT,
Council Clerk.

Handwritten scribble or signature

PM